Weather
Rough, squally weather today. The maximum temperature yesterday was 82.6 and the minimum 74.8, the figures for the corresponding day last year being 89.8 and 70.9.

THE CHINA PRESS
大陸報

Today's paper consists of 42 pages in three sections

NO. 2393 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年五月十五日 SHANGHAI, SUNDAY, JUNE 22, 1919 大正四年 第三種郵便物認可 20 CENTS

EBERT GOVERNMENT FALLS AND NOSKE BECOMES PREMIER

Scheidemann And Others In Cabinet Forced To Resign

RANTZAU OUT TOO

German Delegation Head Is To Be Succeeded By Erzberger

TREATY DISCUSSED

Fighting In Streets Of Weimar Is Attended By Casualties

(Reuter's Agency War Service)

Paris, June 20.—The Scheidemann Government has fallen.

It is understood that the fall of the Scheidemann Government entails the fall of Ebert, the German President.

Noske To Be Premier

Coblenz, June 20.—Noske succeeds Scheidemann as Premier of the German Republic and Erzberger succeeds Count von Brockdorff-Rantzau as Head of the German Delegation to head of the German Delegation to despatch from Weimar.

Discuss Peace Terms

Weimar, June 18.—The Cabinet debated the peace terms Wednesday. It is announced no decision was reached. The Cabinet is waiting the result of the conference between the Government and the Premiers of South Germany.

Cabinet In Session

London, June 19.—The Cabinet met at Weimar on Thursday with the Party Leaders and discussed the situation.

Fighting In Streets

Weimar, June 18.—Five Spartacists and one Government Guard were killed and wounded in fighting at the Castle on Tuesday evening. Twenty-eight Spartacists were captured.

The town is quiet but the guards for the public buildings have been increased.

BROKER'S PONY CRASHES THROUGH BANK WINDOW

Frightened Animal Drags Mafoo With Him Through Shattered Glass

Frightened when a tram car struck the broker's trap to which he was hitched, a China pony owned by Mr. H. F. Herlofsen bolted at the corner of Szechuen and Nanking Roads yesterday morning at 11:30 o'clock, broke through the eastern window of the American-Oriental Banking Corporation on Nanking Road, struggled through the shattered glass and was cut so badly that he died a few minutes later. The mafoo was dragged through the window after having been thrown from the carriage and was cut and bruised about the body. The carriage was only slightly damaged.

The pony was frightened while standing in front of the American Club, ran away and was held up by the traffic at the Szechuen Road corner. Here he broke loose from the trap and crashed through the big plate-glass window. The jugular vein was severed by the shattered glass as the pony kicked himself through a space about three and a half feet high, between the lower sill and a protecting brass rail.

Had not the mafoo grabbed the pony as he went through the window, serious damage would have resulted in the bank. The Chinese, though badly cut, held to the animal and was able to quiet him. The mafoo then led the pony across the street to Szechuen Road where the animal, bleeding profusely, collapsed and died.

United States Ends Saving Of Daylight

(Reuter's Agency War Service)

Washington, June 19.—Both Houses have voted for the repeal of daylight saving at the end of the present season.

Peking Parliament Indicates Its Willingness To Confirm Chou Shu-mou As Premier

Chairman Of Two Houses Informs President Hsu His Nomination Will Be Approved---Signing Of Treaty Factor

(Reuter's Pacific Service)

Peking, June 21.—Li Sheng-to, the chairman of the Senate, and Wang Yi-tang, the chairman of the House of Representatives, called on President Hsu Shih-chang this morning and informed him that Parliament accepted the nomination of Chow Shu-mou as candidate for the Premiership.

Shantung Delegates Heard

Peking, June 21.—A delegation from Shantung consisting of eighty-two representatives of the Shantung Provincial Assembly, Chamber of Commerce and other important bodies, endeavored to obtain an audience with President Hsu Shih-chang yesterday in order to urge the President to instruct the Chinese delegates in Paris not to sign the Peace Treaty without a reservation regarding Shantung.

They were refused admittance to the palace but were received by a secretary to President Hsu Shih-chang and General Ma Lung-piao, without getting satisfaction.

It is believed they will make another attempt to interview the President today.

Oppose Hsu's Resignation

Peking, June 20.—The Press Bureau reports that Li Sheng-to and Wang Yi-tang visited the President this morning and emphasised that the Tuchuns throughout the country urged the President not to resign. They therefore requested him to circularise the Provinces intimating that he would remain.

The chances of Chou Shu-mou becoming Premier appear to be increasing though it is generally believed no one desires to accept the post until the Peace Treaty is signed in Europe.

It is understood the President sent back to Parliament the Bill reorganising the Bank of China intimating that in its present form it would be injurious to the old shareholders.

Chou Wants Free Hand In Forming Ministry

(From Our Own Correspondent)

Peking, June 18.—The formation of a new cabinet is still hanging fire, with the chances favoring a Chou Shu-mou ministry, provided that Chou can obtain assurances that he will have a free hand in making appointments and conducting the affairs of the Government. He will in no case accept the premiership if the Anfu Club imposes conditions covering personnel and actual administration of the country's affairs. The present difficulty is due to the fact that the Anfu Club, not chastened by the numerous reverses which it has suffered during the past two months, still insists upon imposing its own terms on Chou and has hitherto been unwilling to offer even an acceptable compromise. Thus there is little chance for a Chou cabinet to come into being at least until the Treaty of Paris has been signed.

Wang Yi-tang being unwilling to form a cabinet and having gone to the Western Hills to emphasise this viewpoint, the President has consulted with Chin Yun-peng, the Minister of War, and Tien Wen-lieh, the Minister of Agriculture and Commerce, regarding the formation of a ministry. General Chin, a military leader of Tuan Chi-jui's group, does not, however, wish to step in where his chief has feared to tread; he says that he is a soldier and not a statesman, and that he prefers strictly military work.

Tien Wen-lieh Refuses

Tien Wen-lieh has so far refused to form a cabinet and has told his friends that he would resign from his post and leave Peking if pressed further to do so. There is still hope in some quarters that Tien may change his mind, but the consensus of opinion here is that no one will be found to fill Acting Premier Kung Hsin-chan's shoes until after the Treaty of Paris is signed. No premier wants to incur the odium of signing that treaty, and each party in Peking wants to make some party other than itself responsible for that inevitably unpopular act. Kung, being an official without close party ties and lacking a big national reputation, is accordingly a popular scapegoat at the present moment.

WILSON PLANS TO LEAVE PARIS ABOUT JULY 15

On His Arrival In Washington President Will Read An Address To Congress

(French Wireless To Reuter)

Paris, June 20.—(Via Lyons and Koukaza).—A message from Washington says that, according to the latest information, President Wilson will leave Paris on July 14 or 15. On his arrival in Washington he will read an address to Congress.

Arrival In Brussels

Paris, June 20.—(Via Lyons and Koukaza).—Coming from the devastated regions in Belgium, President Wilson has arrived in Brussels after visiting Charleroi, which was systematically destroyed by the Germans.

In the afternoon President and Mrs. Wilson were enthusiastically received by the Belgian Chamber. A speech was made by the Minister of Foreign Affairs. In reply President Wilson extolled the spirit of sacrifice and the courage of Belgium and promised her supplies of material from America for the resurrection of her industries.

Three Persons Killed In Tragedy At Tientsin

French Sergeant Murders Two Men And Woman And Attempts Suicide

CHINA PRESS OWN SERVICE

Tientsin, June 21.—A French sergeant killed two men, wounded the mistress of one of the victims, afterward murdered his own mistress and then attempted suicide. He is expected to recover.

The tragedy occurred at three o'clock this morning. Jealousy is believed to have been the motive.

FESTIVALS AND BASEBALL ON PROGRAM FOR JULY 4

To Hold Functions At Consulate And American Club; Dances At Astor And Carlton

Receptions, the usual baseball game and dances figure in the Fourth of July program for this year.

In accordance with the procedure of last year there will be no public reception at the American Consulate-General but, notwithstanding the fact that the Consulate buildings are badly torn up because of extensive repairs, Consul-General Sammons is planning an official Independence Day reception for his Consular colleagues and Chinese and foreign officials.

The American Club will have its customary reception from 11 a.m. to 2 p.m. and the ball game between Shanghai and the Navy for the Fourth of July Challenge Cup will be played at 3 o'clock. Although no definite action has been taken there is considerable discussion of a tennis-tea dansant at the Columbia Country Club to follow the ball game and dancing and dinners at the Astor House and Carlton will occupy the evening.

American Boy Scouts will probably officiate at a flag raising ceremony at the Consulate in the morning.

Strike Still Ties Up Australian Shipping

(Reuter's Agency War Service)

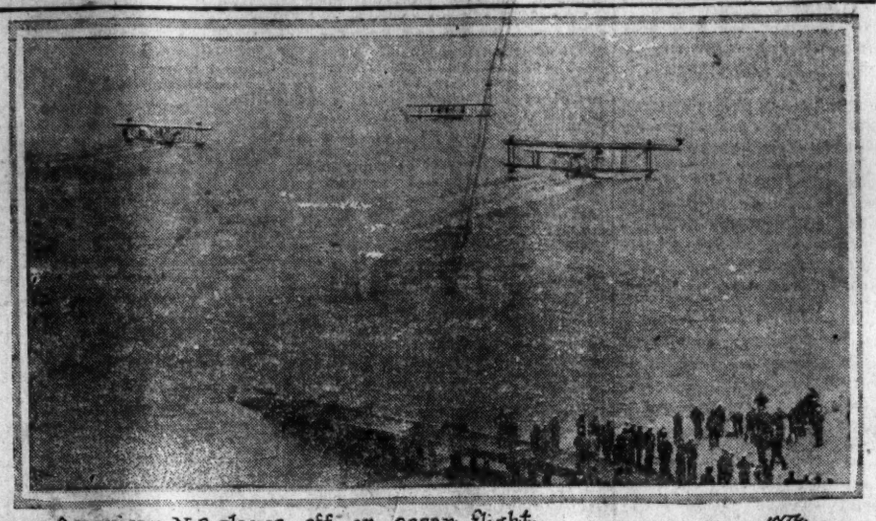
Melbourne, June 20.—The renewed attempt to settle the Australian shipping strike has failed.

EGYPT IS QUIETER

(Reuter's Agency War Service)

London, June 16.—The situation in Egypt shows an immense improvement.

American Seaplanes' Start Of Trans-Ocean Flight



American N.C planes off on ocean flight. INTL.

A remarkable photograph showing the actual "hop off" of the three transatlantic seaplanes at Rockaway Point Naval Station May 8. The planes have just taken to the water, the NC-3 leading. Escorted by a big naval dirigible and a fleet of little scouting planes, the U. S. Navy NC Equadron started for Halifax, N. S., on the first leg of its flight across the Atlantic. Each seaplane carried a crew of six, including the commander, and each weighed in—including the cargo — at approximately 24,000 pounds.

BOLSHEVIKI YIELDING TO DENIKIN'S ADVANCE

Harbin Informed Radicals In South Russia Are In Retreat Everywhere

(Reuter's Pacific Service)

Harbin, June 21.—It is reported from Vladivostok that the British Military Mission learns that General Denikin's advance in South Russia is developing with the utmost success and the disorganised Bolshevist regiments are retreating everywhere in a panic.

General Denikin's army has crossed the River Donetz and occupied many important strategic points, including Bachmutz and Tzaritzin.

In a speech made at the general meeting of the Cossacks at Chita Atamann Semenoff pointed out the urgent necessity of crushing the growth of Bolshevism, especially in the Far East, which, if allowed to develop, would seriously hinder the work of the young army fighting at the front.

General Dutoff has just arrived here on his way to Vladivostok.

Official Report Given

An official communique issued by Siberian headquarters announces:

Our troops in the direction of Kazan have entirely defeated the Bolshevists, destroying three regiments and taking a thousand prisoners and ten machine-guns.

Elsewhere the situation is unchanged.

Telegraphic communication with Blagovestchensk, which was interrupted by the Bolshevists, has now been restored.

Ufa Attacks Weakening

Harbin, June 20.—An official communique from the Siberian front reports:

In the direction of Ufa the enemy has somewhat weakened his pressure, evidently understanding the impossibility of breaking the resistance of our lines along the Belaia River.

It is reported from Omsk that insurrections are breaking out against the Bolshevists in most parts of the Ukraine, soldiers are deserting to the Red Army and General Machno, commanding the anti-Bolshevist Ukrainians, will co-operate his movements with General Denikin.

Reuter's correspondent is informed that owing to the work of Bolshevist gangs all traffic and telegraph communication between Habarovsk and Evguenievka Stations is interrupted.

In connection with the accomplishment of mobilisation of most regions in Siberia, Admiral Koltchak has issued an order thanking all who took part in the work, which has been accomplished quicker than anticipated and has attained brilliant results.

Chinese Dollars Put At Par With Mexican

Starting from today, Mexican and Chinese silver dollars will have equal market value, according to a circular sent out by the Chamber of Commerce of the Settlement and of Nantao yesterday. Up to the present all exchange shops have been giving a premium of at least one copper on the Mexican dollar.

China Seen Through Japanese Eyes

(Reuter's Agency War Service)

London, June 13.—Reuter's Agency learns from a Japanese source that the Japanese Government does not consider the situation in China serious. The recent disturbances are the work of uninformed people and are largely the result of the differences between North and South China and the Chinese Government is vigorously suppressing them.

The Japanese and Chinese Governments are working in complete unison and views are already being exchanged with regard to the return of Kiaochow. Japan has intimated to China that she will return all the territory formerly leased to Germany and taken during the war immediately Peace is signed.

Meanwhile Japan is abstaining from assisting either the Northern or Southern Chinese, consequently some irritation has arisen among the Northerners owing to the cessation of Japanese help.

Japan is convinced that all the disturbances will cease on the signing of Peace.

The despatch of Japanese warships is not anti-Chinese but merely a measure of protection of Japan's nationals.

Count T. L. de Savine Up In Mixed Court

Near-King Of Bulgaria Charged With Posing As Russian General

The Count de Toulouse Lautrec de Savine, almost King of Bulgaria picturesque figure of our boulevards and Public Garden yesterday lent color to the prisoner's dock in the Mixed Court and last night gave martial atmosphere to a cell at Hongkew police station. The Count's arrest is due to the Russian authorities and the charge against him is that of impersonating a Russian general, having appeared persistently in public in the uniform of such.

The Count, who is 62 and claims to be an officer of the Russian Horse Guards, said he couldn't think what the authorities could want with him and declared that if his papers were examined it would be found that his claims to a Russian commission were authentic. The case was remanded for hearing before the Russian Assessor, the defendant being held in custody.

A number of efforts by the Count to depart from Shanghai have proved fruitless. Some months ago he got as far as Japan but was prevailed upon to return by Japanese officials. More recently he left for Hongkong where he was not allowed to land owing to failure to get his passport vised before leaving Shanghai. He then visited Canton and Macao, according to reports from the Colony, and finally landed in Hongkong after having written Major Cassel, D.A.A.G., from Macao to the effect that he had important information to impart. The information turned out to be not so hot as hinted and subsequently the Count headed Shanghai-ward once more, arriving last week.

Count de Savine claims that he was nominated to occupy the throne of Bulgaria in 1887, untoward developments interfering with the coronation.

CHINA BANK INTERESTS IN SHANGHAI ORGANISE

Merchant Shareholders Meet And Plan To Oppose Moves Peking May Make

An extraordinary general meeting of the shareholders of the Bank of China at Shanghai was held yesterday at the Shanghai Bankers' Association, Hongkong Road. Resolutions were passed to create a Merchant Shareholders' Union of the Bank of China with headquarters at the Bank of China, Hankow Road, and to urge the abolition of the general meeting of shareholders of the bank called at Peking on June 29. Mr. Meng Fan-sung presided

An executive committee of six was elected to co-operate with the merchant shareholders of the various provinces to oppose the proposal of the Peking Parliament to restore the old constitution of the bank or even to amend the Constitution promulgated in 1917. The meeting placed itself on record that it will not participate in the meeting called in Peking at the end of this month, because it is feared that the representatives of the Ministry of Finance, which holds $5,000,000 worth of shares of the institution, will railroad its own projects through the meeting.

Reports of the minutes of the meeting were then telegraphed to the Ministry of Finance, the board of directors of the Bank of China at Peking and the shareholders of the bank residing in the various provinces. Both the directors and the provincial shareholders were urged to join in the general movement of demanding the abolition of the general meeting at Peking and to send representatives to the newly established shareholders union at Shanghai with the view to demanding the Peking Parliament to withdraw its resolution to amend the Constitution of the bank.

The telegram to the Ministry of Finance informed it that no representatives will be sent to the general meeting in Peking on June 29 as the gathering will not be representative and the merchant shareholders will have no genuine voice. It also stated that the shareholders will hold no general meetings before the conclusion of peace between the North and the South.

All the messages were signed by the executive committee, which consists of Messrs. Pei Shen-sung, the noted dye-merchant, Chen Ching-fung, prominent Chinese banker, Meng Fan-sung, a Parliamentarian, Lu Wei-yung, compradore of the export department of Messrs. Jardine, Matheson and Co., Chao Tso-chung, former secretary for the late Prime Minister Chang Chi-tung, and Yang Wu-san, son of the late Chihli Viceroy, Mr. Yang Lien-fu.

Strikes Spreading In Italy And France

(Reuter's Agency War Service)

London, June 12.—Serious strikes are in progress in Italy and France.

GOVERNMENT LOSES IN VOTE AT ROME; ORLANDO RESIGNS

Assurance Of Confidence Withheld By Deputies And Premier Quits

FAVORS PROPOSAL

Suggested Settlement Of Dalmatian Question Is Approved By Italy

GERMANS TO SIGN?

Allies Are Confident That Berlin Will Comply Despite Protests

(French Wireless To Reuter)

Rome, June 20.—(Via Lyons and Koukaza).—Signor Orlando having demanded a vote of confidence in the Chamber of Deputies following the secret session, the Government found itself in the minority. Thereupon Signor Orlando immediately resigned from the Cabinet.

Vote Is Emphatic

(Reuter's Agency War Service)

Rome, June 19.—The Chamber of Deputies has rejected a vote of confidence in the Government, 70 votes being cast in favor and 253 against.

Proposal Is Favored

London, June 20.—Reuter's correspondent in Paris learns that the Italian Government has directed the Italian Delegation to accept the proposition made by M. Clemenceau, President Wilson and Mr. Lloyd George for the settlement of the Dalmatian question.

Allied Leaders In Paris Believe Germany Will Sign

Paris, June 19.—Notwithstanding the muttering from Germany, the Allied Leaders at the Peace Conference are optimistic that the Germans will sign the Peace Treaty.

Split Is Reported

London, June 20.—The Times says that the majority of the German Government is against and the majority of the National Assembly in favor of signing the Peace Treaty. The early dissolution of the Cabinet is expected.

Prepare For Action

London, June 13.—A British airship equipped with bombs and machine-guns has started on a warning cruise along the German coast. The fleet is ready for an instant swoop.

Anti-Allied riots in German cities have been suppressed with machine-guns. Fighting is proceeding.

Turks Prepare Note

(French Wireless To Reuter)

Paris, June 20.—(Via Lyons and Koukaza).—The Ottoman Delegation will forward a memoir on the Turkish situation to the Peace Conference on Tuesday next.

Chinese Will Not Sign Without Making Reservation

(Reuter's Agency War Service)

Paris, June 19.—The Chinese Delegates reiterate that they will sign the Peace Treaty with a reservation.

New Chinese Tariff Effective August 1

Rates Fixed By Conference In Shanghai Are To Be Published July 1

(Reuter's Pacific Service)

Peking, June 21.—The revised Maritime Customs tariff which was drawn up by the recent Tariff Conference in Shanghai will be promulgated on July 1 and enforced on August 1.

Bolshevist Victory In Esthonia Reported

(Reuter's Agency War Service)

London, June 18.—A Bolshevist wireless message says that the Bolshevists have captured fort Krasnayagorka in Esthonia. The communication says that the guns of the fortifications were destroyed before the fort was evacuated.

COOLIES GET JAIL TERMS FOR ATTACKING JAPANESE

One Sentenced To Eighteen And Another To Six Months By Mixed Court

More echoes of the recent strike and anti-Japanese demonstrations were heard in the Mixed Court yesterday when a dozen cases having to do with assaults upon Japanese or the displaying of posters and flags came on before Assessor Hayashide and Magistrate Tsang.

The stiffest sentence imposed was upon a coolie named Lok Ah-kyung, who was given 18 months for assaulting N. Kasakabe on Range Road last Monday. Another coolie was given six months for participating in an attack on a Japanese named K. Mori on Yangtszepoo Road June 9.

A master tailor, established at 188A Woosung Road, and his eight assistants appeared on the charge of assaulting Y. Yamamoto on June 14. The case was remanded for special hearing and defendants were released on $200 shop security each.

A remand of one week was given in the case wherein a cook and a tailor are charged with attacking S. Kato and P. Minami near Myburgh Road and the Stone Bridge last Monday and a similar continuance was given in the case of two shoemakers who are accused of beating Shintaro Kondo and damaging property on Urga Road on the 14th. The complainant in the latter case was reported as still in hospital.

Seven shopkeepers were fined $5 each for displaying posters detrimental to the peace and good order of the Settlement and a watchman was cautioned for permitting such display.

For publishing articles dealing with with the rumored poisoning of foodstuffs, Sung Sun-cher, editor of a publication called the Ya Foong Yi Tsih, was fined $50.

Italy Makes Torretta Minister To Poland

(French Wireless To Reuter)

Roe, June 20.—(Via Lyons and Koukaza).—The Marquis de la Torretta has been appointed Italian Minister to the Polish Government.

The Polish Government has appointed M. Skirmunt Minister to the Quirinal.

Trip To Mokanshan Is Easier This Year

Shanghai - Hangchow - Ningpo Railway Makes Special Arrangements For Journey

Special arrangements have been made this season by the management of the Shanghai-Hangchow-Ningpo Railway to book passengers through from Shanghai to Mokanshan. Single and returned tickets can be purchased. Bookings have already commenced and will remain open till September 15. The fare for the single journey from Shanghai North to Konzenchiao, Hangchow, is $4.80 first class and $2.40 second class. A charge of $5 per adult covers the launch and sedan chair journey.

Trains will leave Shanghai North at 7:35 a.m. and Shanghai South at 7:45 a.m. The complete journey will take only 12 hours. A record season is expected in view of the reasonableness of the charges and the elimination of the fatigue of a lengthy journey.

Foch To Be Honored By French Academy

(French Wireless To Reuter)

Paris, June 20.—(Via Lyons and Koukaza).—Next November the Academie Francaise will receive Marshal Foch. President Poincare will preside on the occasion.

To Lift Restrictions On U.S. Tin Imports

Shipments Will Be Allowed To Enter After August 1, Consulate Hears

Word announcing the lifting of the United States import restrictions on tin has been received at the American Consulate-General. The advice received is as follows:

"Restrictions against the importation of pigtin, and all metal alloys containing tin and tin in any form whatsoever, have been removed subject to the following conditions:

"1st. That shipments of such commodities shall not leave countries of origin before June 30, and

"2nd, That such shipments shall not be allowed to enter the United States before August 1.

Invoices will not be certified except in accordance with these conditions. Individual licenses are issued for each shipment, but cabling of license numbers will not be necessary.

News Brevities

The Pacific Mail Steamship Company liner Venezuela will sail for the United States today. The tender leaves the Customs Jetty at nine o'clock this morning. The Venezuela takes mail and 28 passengers from Shanghai.

* * *

A daughter was born to Mr. and Mrs. A. T. Harr at Newark, New Jersey, on June 18, according to a cable received by Mr. Harr yesterday.

* * *

The French Mail liner Nera, from Marseilles, will arrive at Woosung tomorrow morning at seven o'clock.

* * *

The Engineering Society of China will hold its annual general meeting at 5:15 o'clock Tuesday afternoon.

* * *

A reception in honor of Mr. Durbin, the new secretary of the Navy Young Men's Christian Association, will be given at the new quarters of the Navy Y.M.C.A., 6 Avenue Edward VII, on Thursday afternoon from 4:30 until six o'clock.

* * *

Vice-Consul K. Kishi of the local Japanese Consulate-General, it is understood, has been promoted to the rank of Consul and will be stationed in Liverpool.

* * *

Mr. J. W. Jamieson, the new Acting Consul-General for Great Britain at Shanghai, is expected to arrive here Tuesday by the Butterfield and Swire steamer Suiyang.

* * *

J. Bogg, a British subject, was arrested yesterday on a Supreme Court warrant charged with being implicated in an opium case. He will appear in the British Police Court Monday.

* * *

Two Chinese quartermasters of one of Messrs. Jardine, Matheson and Company's ships were given the alternatives of $100 fines or three months' imprisonment each by Assessor Hayashide and Magistrate Tsang in the Mixed Court yesterday for importation of opium. The men were arrested in possession of the rug at the wharf. In court they stated that they did not know the packets contained opium. They had found them concealed among the machinery in the engine room they said. Mr. Faithfull appeared to prosecute the case on behalf of Messrs. Jardine, Matheson and Co.

* * *

The engagement is announced of Mr. Otis Frank Brooks of the Standard Oil Company and Miss Nicia Edelman. Miss Edelman is the head nurse at Dr. Fearn's Sanatorium.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., for British Forces from Mesdames C. R. Sarkill, W. A. Stursberg, M. R. John, T. J. Eldridge, W. J. Milne, L. L. Muir, Messrs. H. P. Wilkinson, Ed. White, W. J. Milne, R. Paterson, F. H. Wallace, N. E. B. Ezra, L. Ferrier, P. Lessner, E. A. Sly, T. W. F. Tuckey (Pukow), T. A. Prentice, Vocks and Co., Butterfield and Swire, Reiss and Co., "C.M.S." "D.J." and "Anonymous."

* * *

The newly organised Western Returned Students' Club will hold a general meeting tomorrow afternoon at 5:30 o'clock at the Chinese Y. M. C. A. Circulars have been sent to all Western Returned Students in Shanghai who are known to the union and announcements have been made in the Chinese press inviting all students from Europe and America to attend in order to make the meeting as representative as possible. In view of the caustic criticism made by one returned student in the local press on the organisation the meeting tomorrow is expected to take some action in the matter.

Officer Known Here Now Is Commander Of Victory Loan Ship

Lieut. Commander E. W. Hanson Was Formerly On Dale: Has Relatives Here

Lieut. Commander E. W. Hanson, who was formerly on the U.S.S. Dale of the Asiatic Squadron and is well known here, is now commanding officer of the U.S.S. Burrows, a destroyer which was sent to many cities of the Atlantic Coast to aid in the Victory Loan campaign.

Leaving Manila two years ago when the four destroyers of the Asiatic Fleet the Dale, Barry, Bainbridge and Decatur were ordered to the Mediterranean, Lieut. Commander Hanson has seen much active service. He has been on American destroyers that have had four engagements with German submarines and was at the Firth of Forth when the surrendering German Fleet entered.

Lieut. Commander Hanson is a brother-in-law of Miss Hertzberg 217 Bubbling Well Road.

A New Shipment of
AMERICAN
APPLE CIDER
has just been received
WHOLESALE FROM
Connell Bros. Co., Agents

PEKING CABINET SEEKS TO 'PROTECT' STUDENTS

Li Shih-hao Is Appointed To Succeed Lu Chang-yu Who Had To Quit Post

(From Our Own Correspondent)

Peking, June 18.—At yesterday's meeting of the Cabinet it was decided that the Government should despatch a circular telegram to the provinces, instructing the authorities to adopt suitable measures for the protection of the students in all cases where the patriotic activities of the student bodies are not carried to extremes. In the draft message the Government expressed its appreciation of the patriotism of the students but urged them to return to their studies now, as they have gained their point. The students are also advised not to be guilty of unwarrantable excesses in their movement, as otherwise they will alienate the sympathy of the Government.

Other business transacted by the Cabinet was the confirmation of the appointment of Li Shih-hao as Director of the Currency Bureau, vice Lu Chang-yu, resigned.

General Hsu Shu-cheng appeared before the Cabinet before the meeting adjourned and outlined to the Ministers his plans for the defense of the Northern and Western frontiers. These plans include the establishment on a war footing of most of the frontier defense army, which is to be stationed at various strategic points along the Mongolian border. Hsu himself will make his headquarters in or near Suiyuan and intends to spend a good deal of his time at his new post.

The difficulty in connection with mobilising the frontier defense army is lack of funds and equipment, and unless these can be obtained Hsu will not be able to put through his plans. General Tuan Chi-jui is active in helping him, however, and has told Kung Hsin-chan, the Minister of Finance, that funds for Hsu's army must be forthcoming at once; that he does not care whence they are obtained as long as he gets them.

General Tuan is also trying to persuade the Foreign Office to open negotiations for the lifting of the Allied embargo on arms and ammunition, but so far has met with no success in this endeavor.

San Francisco Boys Delayed One Week

Lads Expected Here Yesterday Will Not Arrive Until Next Saturday

Although 42 American boys from the Columbia Park of San Francisco had been announced to arrive in Shanghai on the Tamba Maru yesterday and elaborate preparations for their entertainment had been made by American organisations, a telegram received from Kobe yesterday morning announced that the lads would not be able to reach Shanghai until next Saturday. The Tamba has been delayed because of engine trouble.

The tea dance at the Columbia Country Club will be held, however, and the management secured the Carlton orchestra to play for dancing from five o'clock until eight.

Reservations made by members of the American and Columbia Clubs will be held.

China Political Notes From Chinese Press

Following General Tien Wen-li's efforts, Mr. Chou Shu-mou has consented to organise a Cabinet. He has declared that while he is open to negotiation as to the appointment of Cabinet members, he must have his own choice for the chief secretaryship of the Cabinet. It is understood, however, the personnel of the future Cabinet, with the exception of the Minister of the Interior and the chief secretary, has already been decided on.

As both Messrs. Kiang Shao-chi and Wang Yu-ling, northern peace delegates, have refused to come to Shanghai and Mr. Fang Chu has declined to go down alone, prospects for peace are again dark. It is understood that new delegates will have to be named.

In view of the uneasy situation among the five provinces of the Southwest, the old parliament is willing to dissolve itself together with the new, according to statements given out by members of the old parliament stationed in Peking.

Mr. Jui Wang, having retired from his office of Civil Governor of Kwangtung, arrived in Hongkong Friday. He was very indignant over the Shaoching incidents.

In response to the petitions of the merchants, the Ministry of Communications has decided to reorganise the transportation system of the Tientsin-Pukow and Lunghai Railways in order to facilitate commercial transportation.

The students' crisis in Peking has assumed a peaceful aspect. Students in Hunan and Fukien, however, are still agitating by means of telegrams. The Ministry of Education has instructed the Educational Bureaus of these provinces to advise them to stop.

Over 80 students, representatives from Shantung, made a peaceful demonstration in front of Hsin Hua Meng, Peking, Friday. They urged the Government not to sign the Paris peace treaty without any reservations on the Shantung question.

Lace ! Lace ! Lace !

KON YIH & CO.

Manufacturers and Exporters of all Kinds of
HAND-MADE LACES and EMBROIDERIES
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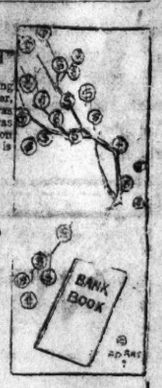
SILVER PLANTED IN ROW; "HOPED IT WOULD SPROUT"

URBANA, O.: While C.B. Bacer was plowing on his farm near here he turned up $226 in silver, which had been "planted in a row." The coin was about four inches under the surface. The oldest was dated in 1869 and the latest in 1874. The explanation of the peculiar way in which the plant was made is that "someone expected it to sprout."



"Expected It To SPROUT!"

Money misspent or hid in unseemly places never sprouts—never bears fruit.

It goes, and that is the last of it.

But money placed at interest in the SAVINGS BANK not only sprouts, but GROWS—and one day will constitute a needed SHELTER in old age!

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in your office during leisure moments, or after a meal, is to enjoy a good cigarette.

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from Cairo, Egypt, newly received by parcels post. These cigarettes are carefully blended with "Xanthie-and-Cavalla tobacco-leaves and thus are fully equal to the high-class brand "Tatly-Sert" of the Regie-Ottoman.

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All Sizes and Shapes kept in Stock, a few of which are given below:—

Ricos Comerciantes	in boxes of	25	$3.50	Reina Victoria	in boxes of	50 $2.65
Invencibles	"	25	3.25	Reina Victoria	"	100 4.70
Oriente Cabanet	"	50	5.25	Regalia Oriente	"	50 1.80
Baronets	"	25	2.50	Londres	"	100 3.00
Imperiales	"	25	2.25	Regalia Chica	"	100 3.00
Perfectos	"	25	1.75	Princesas	"	100 3.00
Estrellas	"	25	1.65	Cortado de la Reina	"	100 2.50
Estrellas	"	50	3.00	Cortado Delicioso	"	50 1.80
Parles	"	25	1.35	High Life in the East	"	50 1.80
Ladies	"	25	1.40	Entreactos	"	100 2.25
Brevas	"	50	2.20	Nuevo Habana	"	100 2.60
Panetelas	"	50	2.25	Nuevo Cortado	"	100 2.50
Superbas	"	25	2.25	2a Cortado	"	100 1.60

Owing to high exchange prices have been reduced considerably

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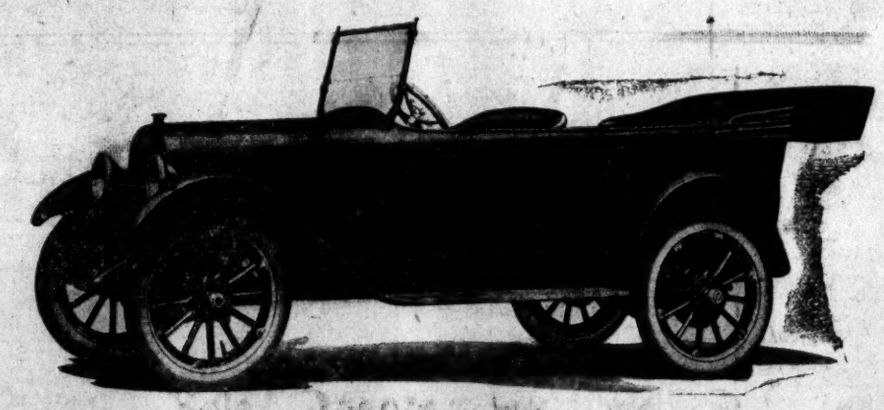

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EXCLUSIVE AGENTS

BAPTIST MISSION PLANS NORMAL SCHOOL HERE

Institution To Serve Combined Purposes To Be Erected On North Szechuen Road

Work will soon be started by the Southern Baptist Mission on a combination building to accommodate a normal school for the training of kindergarten and primary teachers and a practice school. The new school will be erected at the Shanghai Baptist College, the Mission compound on North Szechuen Road, the North Gate or on the property owned by the mission on Barchet Road. A final decision on the site will be made in a few days.

The announcement of the new school was made by the Bureau of Education of the China Central Committee following the receipt of news from the United States that G.$35,000,000 of the G.$75,000,000 to be raised in the next five years, has been allotted for work in foreign missions. Part of the appropriation has been allocated to the Central China Committee for the normal school.

The G.$75,000,000 program was decided upon at the annual convention of the Southern Baptist Mission.

500 Year Old Ghost Stalks At A Trial

Shade Of Sir William Herbert Called Up At Parliamentary Inquiry

London, May 11.—That doughty old 16th century warrior knight, Sir William Herbert, like Hamlet's ghost, has rattled from his grave to attend the twentieth century sittings of the commission appointed by Parliament to report for or against the nationalising of the coal industry. Lord Tredegar, who owns 82,000 acres of coal land, also a private railway line, all earning a trifle under a half million dollars a year, and the Marquis of Bute, who holds 129,000 acres, one-third possessing mineral deposits, yielding him annually something over the same amount, were confronted by Sir William on their cross-examination.

"My family connected with a Herbert family," said Lord Tredegar, dubiously adding later, "I have been four and one-half years at war, and one has something more to do than to look up family history in which he was rather rusty."

Lord Tredegar, whose ancestry antedates the Norman conquest, was reminded by his own lawyer that some of the land in question was purchased ten years ago from the Duke of Beaufort.

The Marquis of Bute when called frankly acknowledged Sir William as one of his forebears.

The resurrection of Sir William had to do with certain land grants to him before coal was a world power by King Edward VI., son of Henry VIII., over whom Sir William was a sort of royal guardian. Little Edward was 10 years old at that time and he reigned only six and a half years.

The Marquis of Bute, pressed to state the consideration Sir William gave for the land, said: "The only thing I know about it is that one of his services was raising an army for the King, but there were other services, too," whereupon Sir William, ex-Master of Horse, clanked back under his mossy marble slab. The newspapers daily reveal the private affairs of the Marquis of Bute, Lord Tredegar, the Duke of Northumberland, the Duke of Hamilton, the Marquis of Londonderry and other titled land owners, who have cashed handsomely on mineral rights.

Aside from the aristocracy involved the snatches of fascinating English history interwoven in the proceedings are strangely reminiscent of the United States Government versus the ore kings of Pennsylvania and Colorado. Just substitute the names of Morgan, Rockefeller, Baer, etc., and one gets a politico-economic throwback from the young republic across the seas.

Secretary Daniels Decorates Marines At Vallender, Germany

Secretary Daniels decorates marines in Germany. © INTL.

Secretary of the Navy Josephus Daniels decorating heroic members of the United States marines at Vallender, Germany.

Soochow University Notes

For some time efforts have been made to enlarge the campus of the Soochow University and recently enough land was purchased to increase the present campus by about one-third of its present size. This new land is now being filled and it is hoped that it will be ready for use by the beginning of the fall term. It will be used for athletics. The old walls of the campus will be moved out to include this new land and the addition will make a very attractive one. There is still more land that will in time be available and we hope to be able to add this gradually also.

Word has come out from America that money is available at once for a Science Hall and plans are now being drawn for this new building. It will probably be a four and three quarters storey building corresponding somewhat in general architectural style to the present Anderson Hall and will be placed to face that building as a part of the permanent quadrangle which is planned for the final campus. The placing of this building will allow the enlarging of the athletic field and the buildings will furnish a splendid means of allowing spectators to witness the games. In the science hall provision will be made for Physics, Chemistry and Biology. Plans are forming for opening courses in Chemical Engineering. These will not be offered for the coming year.

It is planned to make the next building one for the development of physical education and this will come within the next few years. In fact the present plan for rapid development will all come within five years. A man for this work will doubtless be sent out quite soon and he will have the direction of the development along these lines. Careful search is being made at home just now for the right man for this special line of work.

Other additions that are planned for the staff within the next five years are a man for physics, a man for biology, a man for economics, and Middle School.

The rapid development of the College Department of the University during the last few years has been very gratifying and this past year this growth has been quite marked.

Notice to members

AMERICAN CLUB

COLUMBIA COUNTRY CLUB

TENNIS

TEA

DANSANT

AT

COLUMBIA COUNTRY CLUB

TODAY—Music from 5 to 8—TODAY

CARLTON ORCHESTRA CARLTON ORCHESTRA

The "Tamba Maru" has been delayed, and consequently the Columbia Park Boys will not appear at the club today. The Carlton Orchestra has been engaged, and reservations as already made will be held for Club members.

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Doctor's Opinion:— "All that can be desired as a sustaining diet."

Doctor's Opinion:— "Useful in all forms of weakness."

Doctor's Opinion:— "The only food that the stomach could retain."

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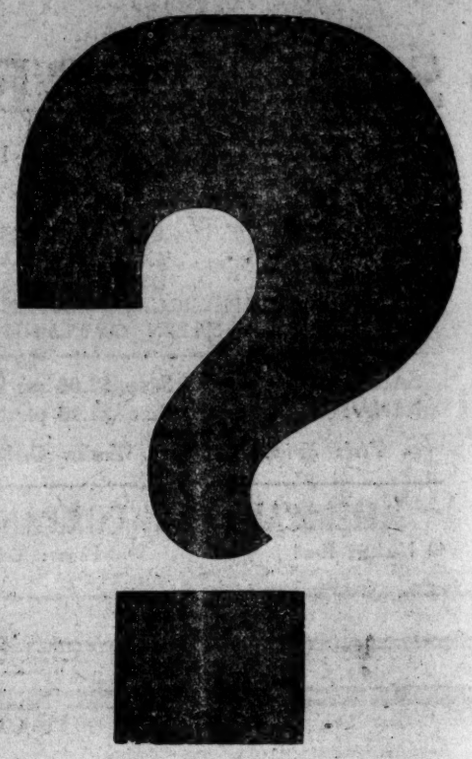
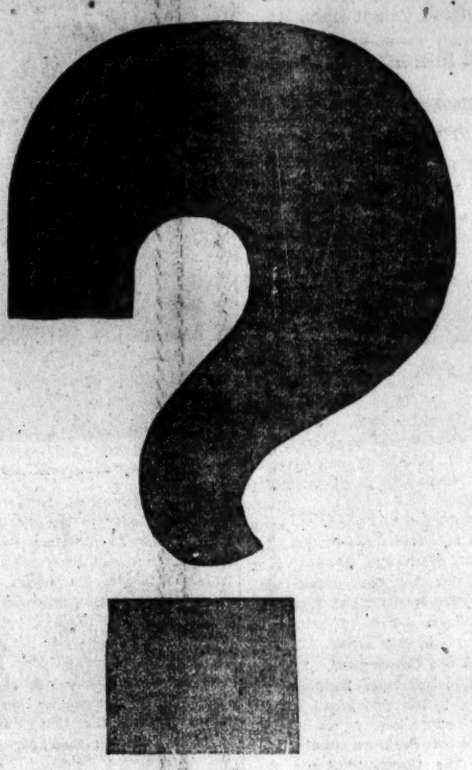


MOTOR CHANDLER CARS

"WHY"



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There must be a reason why the word "CHANDLER" stands for ***Supremacy in Motor Cars.***

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Max Friedman

Sales Manager

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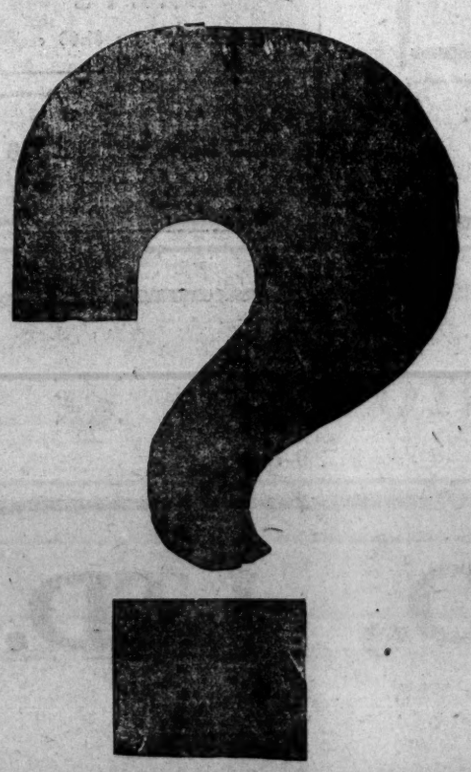
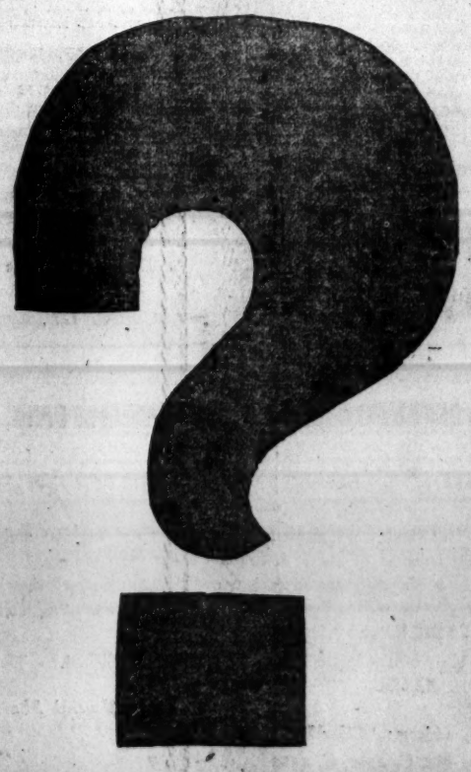


"WHY"



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UNREST IS CROPPING UP IN NEW SLOVAK STATE

Honeymoon Of Revolution Passed And Disillusion That Follows Comes Upon It

THREE ELEMENTS IN NATION

New Government So Far Has Recognised But One Of Them In Rule

Pressburg, Slovakia, Bohemia, April 1.—Generally speaking, the situation in Slovakia, formerly a province of Hungary, now annexed to Czecho-Slovakia, is not without disquieting features. The honeymoon of the revolution has passed and some of the disillusionment bound to follow the introduction of a new regime has set in. The Magyars and the Magyarised elements have not as yet been reconciled to the new regime, and the peasants have recovered from their first enthusiasm. A difficult task of reconciliation remains to be performed by the Czechs.

The population of Slovakia is made up of three elements—Slovak Intelligencia, which has always been very strong for the union with Bohemia; the Magyars and Magyarised Germans. The Intelligentsia has been completely satisfied by the Czecho-Slovak Government. The administration has been handed over completely to the very small number of Slovak doctors, lawyers, authors and professors that could be mustered for service. The Governor of the province, Dr. Srobar, is a Slovak physician of some reputation. And so all down the line are to be found for the most part in the Administration members of the Slovak elite only. Meanwhile the Magyars and Magyarised elements have been quite ignored by the Government except where the Government could not find a Slovak to fill the job. Intense loyalty to the old Hungarian rule characterises these people. They could be reconciled to new conditions were they taken into the Czech Administration. But the Government at present prefers to fill the vacancies left by the Slovak Intelligentsia with officials from Bohemia and Moravia. This naturally angers both the Magyarized element and those Slovaks who are unfit but would like to occupy all the jobs.

A decided sentiment for real local autonomy is making itself felt. On the whole, the Government may not be opposed to granting an outspoken demand for home rule in the province. The peasants do not take much interest in theoretical politics. They complain that the republic lasted only three days. By this they mean that they were allowed to plunder the Jews for only three days in the interval between the withdrawal of the Hungarians and the arrival of the Czechs.

During this time the peasants had a very free hand. There were very few towns or villages where they did not completely clean out the Jewish population, who are the shopkeepers and small traders, and at times lessors of estates. Jewish schools and synagogues were ruthlessly plundered. Thousands of people had to flee to larger centers. Here they are at the present time, subject not only to the pangs of hunger, but also to petty persecution of anti-Semitic officials, who make life unbearable and well-nigh impossible for them. Not many lives were lost during these programs, but the damage ran into over one hundred million crowns. There is no present possibility of recovering these damages, as both the Hungarian and Czech Governments persistently pass the buck to each other. The lot of the Slovakian Jews is not perhaps as hard as that of the Jews in Poland. But it is hard enough. Now that the peasants have no longer the Jews to plunder their interest in the new State has diminished. They were kept in a state of literacy by the Hungarians and therefore are by no means ripe for real self-government. However, just now they are very bitter because they claim the Czechs take their food supplies away. Until the revolution even in the large cities the population did not know what food scarcity was. You lived in Pressburg during the war as well as before. After the armistice and the revolution in Bohemia the scarcity began to set in. This is laid at the door of the Czechs rightly or wrongly. Both the city and country population, therefore, have grown a bit hostile steadily toward their new rulers.

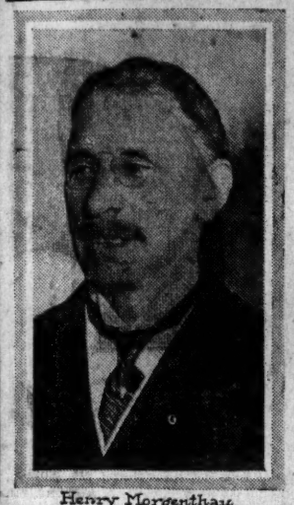
Bolshevism has not taken a great grip on the peasantry. Slovakia is largely an agricultural district and we know farmers are always the most conservative element. In the few industrial communities in the more mountainous North and East a certain amount of unrest has developed. In Kassav, far eastward, the large mills are not working and the food situation is very bad, as it is in most of the industrial districts. Here the workmen hold meetings and growl in Bolshevik tone. Naturally Kassav is rather near the Hungarian border.

So that Bolshevism there would be natural. In the other industrial districts the workmen seem to have taken out their class-consciousness in making big demands upon their employers. Not unusual was it for workmen to come to their employers and demand that they receive a percentage of all profits accrued since the war's beginning. With all this discontent the food situation is very much involved. The mountainous which happen to be the industrial districts are mostly very short of food and clothes. Many factories where leather and other products of the land are used function part time, but the men have not enough to keep themselves and their families in food. In some localities there are not even enough potatoes. Hence as in some districts of Bohemia the trend is toward Bolshevism.

Generally speaking Slovakia would not be the first province to go up in anarchic flames. For the time being the Bolshevist overturn in Hungaria has had indeed a rather quieting effect on Slovakia. The wealthy or well-to-do who were most attached to their old Fatherland now do not relish the idea of returning to a Hungary which will take all their property. The question of the non-Slovak parts of Slovakia ought to occupy the Peace Conference very intensively.

Pressburg for instance, the present capital of the province, is a purely German and Magyar city. You can walk for an hour in the city's streets without hearing a word of anything but German or Magyar. Pressburg lies in the corner formed by the three countries, Austria, Hungary and Slovakia. It could easily enough be snipped off Slovakia and added to the land whose language it chiefly speaks—German. The only reason for hitching it onto Czecho-Slovakia is that it constitutes an excellent harbor on the Danube. At the other end of the line you have places like Kassav, also near the Hungarian frontier. It is all one's life is worth to suggest such a thing in Czecho-Slovakia, but nevertheless one asks oneself at times where are Wilson's fourteen points and the right to self-determination? Even a warm friend and admirer of Czecho-Slovakia might wonder. However, if the Peace Conference gives the minorities here some sort of real autonomy perhaps reconciliation on all hands will follow. President Marsaryk has expressed himself as believing in the grant of greatest possible local rights to all the nationalities. His attitude on the Jewish question has been most enlightened. All his countrymen do not emulate him. A Socialist leader the other day told me in the Parliament House in Prague that the majority parties would not consent to giving German-Bohemia local autonomy. If Socialists think that way what will the Chauvinist elements attempt to put over?

Henry Morgenthau Sees A New World War



Henry Morgenthau.

Henry Morgenthau, former American Ambassador to Turkey, in a recent address to American soldiers at Coblenz, Germany, predicted that the United States would again be involved in war within fifteen or twenty years, according to a despatch received here. The former Ambassador, who left Paris for Coblenz, declared that many of the delegates to the Peace Conference would leave Paris dissatisfied, and that this would bring on other misunderstandings.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, June 20.—(Via Lyons and Koukaza).—The Paris exchange:

Paris-London cheques	29.97
War Loans:	
3 percent	62.15
4 percent 1917	71.70
Liberty Loans:	
4 percent 1918	72.40
5 percent	88.60

EUROPEAN MARKETS

(French Wireless To Reuter)

Paris, June 20.—(Via Lyons and Koukaza).—Quotations are as follows:

London, Copper market: Cash 7/6 against £84.7.6d. Forward £85.5.0 against £84.12.6.

Rubber: Plantation first latex 1/8½d., smoked 1/8½d.

Marseilles (June 20): Saigon rice 105-106 fcs. Japanese green peas 125: potato-starch 135. Le Havre (June 19): Cotton 297. Lyons (June 20): Raw silk: Cevennes 133: Italy 137: Syria unquoted: Japan 130: China 140-141: Canton 95-98.

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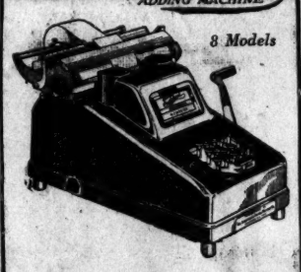

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MEN'S LISLE SOCKS
Plain colours. Original price $15.00 doz.
Sale Price $9.00 doz.

WHITE TURKISH FACE TOWELS
$8.00 per doz.

BLACK & TAN BOOTS & SHOES
Boots originally cost $17.50
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Sale Price $10.50
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WHITE TURKISH BATH TOWELS
$30.00 per doz.

MEN'S BRACES
Plain, White & Fancy
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CORK LINED
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FAWN "RAGLAN" MACKINTOSHES
double texture, usually $23.50
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TELEPHONE, CENTRAL 336

In Praise Of Wives

In the first act of Abraham Lincoln Mr. Drinkwater touches a chord which will vibrate in the heart of many a wife. Mrs. Lincoln greets her husband's two old friends with a *petit air pince* owing to the obvious smell of tobacco in the parlor, but under the influence of her feeling of triumph at this crowning hour in her husband's life, she throws off the trifling irritation and speaks more freely than usual. In fact, she reveals what is the secret of many a woman's heart. History will misjudge me, she says in effect, and it will be thought strange that the great man, Abraham Lincoln, had a wife so absorbed in the smaller proprieties of life, so far from sharing the President's wide outlook; but I have watched him, and have watched the signs; I have known when he should hold back and when he should push on; I saw to it that he was not wasted on the Governorship of Oregon, and I have kept him for the high opportunity which alone was worthy of his powers.

It is a proud boast, and well justified, though few of all the women privileged to make it have uttered it before other men, least of all before their husbands. The loyalty which locks it in their breasts is the same loyalty which has led them, often unnoticed, usually unthanked, to devote themselves to winning for the one man in whom they believe his proper place in the world. The capacity is general in women; it may be used by Lady Macbeth or by Mrs. Proudie. In most cases it is the intense, all-conquering loyalty of mortal man's mate which will brave death as carelessly as idle slander, and in any moral catastrophe which threatens its object defies destruction even to the end. "I will never, never desert Mr. Micawber;" that is the battle-cry of Everywife.

A certain popular novelist once wrote a novel to the sound of the "Eton Boating Song," which was played hour after hour by his wife: no other tune would at once soothe and stimulate. It was a small domestic matter in itself, but serves as a type of those numerous, arduous, and unconsidered services of a wife upon which the successful work of many men so heavily but unconsciously rests. Everywife is chief of the staff and all the staff besides: in the household she is the director of supply, personal services, medical services, and most kinds of ordnance stores; as chaplain she exhorts and cheers, as provost-marshal corrects dress and deportment, as quartermaster-sergeant superintends the issues. And yet how seldom would her services be adequately mentioned in despatches! She might be referred to with affection, with sentiment, possibly with sentimentality, but how few men would have the insight or the courage to admit for how much of the sheer hard work of daily life they are indebted to their wives, and the extent to which the happy issue of their own labors leans upon this foundation.

Our friend Jenkinson, a man of some repute in the world of letters, is entirely unaware that he is an extremely awkward man in social intercourse, rude by inadvertence, unprepossessing in address, for Mrs. Jenkinson watches him warily, coaches him unobtrusively, listens to his conversation with one ear on the alert to break in at the danger point, makes her own company as charming as his is disconcerting, and continually pokes him on to do the right thing where she cannot do it herself, trusting ever, in spite of many disappointments, that he will not do it entirely in the wrong manner. Atkinson, on the other hand, is a charming man, but diffident, easily depressed and put sadly out of his normal serenity by domestic creakings, financial stresses, and other petty trials of human patience. He might have been the original of that old Punch drawing which shows an indignant husband returning from a jovial race meeting and exclaiming that here he is after a jolly day with excellent fellows—won a pot of money—and finds his wife in all the misery of a bad toothache: upon his soul it is too bad. Mrs. Atkinson conceals her mental and physical aches like a hero, with the gallantry of a machine-gun detachment in a thinly-held front line. She knows he is a self-centered man, and she wishes he were otherwise, but her faith in his capabilities carries her on. She is too wise to lecture him, too subtle to praise his work, for Atkinson cares little for praise except from intellectual equals: but with the whole resources of her ingenuity she smoothes the course of his daily life, nurses his smallest ailment, and is for him an inexhaustible spring of confidence. Like those who interviewed the younger Pitt, he always leaves her a braver man, and she, brave lady, has no other source of strength in her own "abatements" than had Pitt or Lincoln or other lonely leaders. It is through the channel of Everyman that Everywife pours her energy into the world. None greet his triumphs so ungrudgingly, for has she not her hidden part in them? His disappointments do not daunt her, for they but renew the dear dependence. But when Everyman through pure stupidity or for a manly scruple will not reach out his hand to take the prize within his grasp, when her Achilles sulks within his tent, then alone does her soul cry out, and she reviles the gods that she was not born a man.

In times of peace and contentment, when even the little rubs of domesticity can be smiled at, it is easy to be diverted by Balzac's facile cynicisms in "petites miseres de la vie conjugale;" but at the close of a time of bitter stress it is impossible to be so unjust. Everyman has had his fair share of praise for his conduct in the war, not so Everywife; yet he must confess that without her help he could not have been the man he was. Not only did she bear the partings, the losses, the anxiety, the strange lonely consciousness that, when Everyman went abroad, she, his familiar shield, could not accompany him; but, when Everyman remained at home in circumstances that increased every source of irritation and under a strain that were the covering of his more unlovely qualities very thin, she still watched over him and kept him going, with finances tighter, food scarcer, wages higher, servants fewer, when every kind of oil for troubled waters was only to be had for a tremendous outlay of tangible or spiritual wealth. She rationed him and stood in queues for him, saved his coal for him, but saw that, if possible, his room was warm. All honor to Everywife! She will not march in triumph through a city's streets, nor hear her praise from the lips of orators, yet is Everyman is wise and grateful, he will, upon some happy anniversary, surprise the secret in her heart and let her know that, if she is too loyal to say, he is not too gross to understand.

Passengers Arrived

Per P.M. s.s. Venezuela from Hongkong: Mrs. O. Fumigalli, Misses C. Fumigalli and amah, J. Fales, A. Nelasco, Mstrs. J. and M. Nolasco, Mr. and Mrs. Harry Green, Mrs. M. Gutierrez, Mrs. E. B. and Miss M. Latimer, Mrs. D. Marryat, Mrs. A Ostroverkhow, Mr. and Mrs. H. E. Root, Mr. and Mrs. E. E. Simmons, Mrs. L. and Miss C. Towers, Mr. and Mrs. H. M. Whitmore, Mr. and Mrs. W. M. Campbell, Mr. and Mrs. L. N. Wagner, Messrs. W. H. Clair, W. R. Combs, G. H. Grauer, C. F. Heberstreit, S. Hewkins, R. J. Jones, F. Kulta, A. Rebel, A. B. Richardson, H. Silberman, B. Schiff, C. Y. Yorker, F. R. Xavier, Sun Pak-hang, Wang Wan-yn, Sun Fong-hin, Sun Hu, Lie Hin-lian, Tjou Yai-tek, Lin Keng-kie, Tan Ek-siang, Leung Chi, Leung Kin-cheung, Loung Cho, Wing Kee, R. Fuller, Mr. and Mrs. Leung Ching-u. Through passengers for Kobe: Mr. W. G. Clarks, Mr. and Mrs. M. G. Franklin, Mr. and Mrs. J. W. Wilson, for Yokohama: Mr. and Mrs. E. Duncan, Misses H. Duncan, A. James, G. King, S. Rush, E. Rush, Mstr. B. Rush, Mr. and Mrs. C. C. Rush, Mrs. B. Sweet, Mrs. B. M. Webb, Mrs. E. and Mstr. E. Jones, Messrs. M. L. Ell, B. W. Hewitt, J. Tinnay; for San Francisco: Mr. and Mrs. O. Fahrlander, Misses R. and G. Fahrlander, Mr. and Mrs. E. Fahrlander, Miss D. Fahrlander, Mr. and Mrs. C. E. Gordon, Mstrs. G. E. and C. E. Gordon, Miss M. Gordon, Mr. and Mrs. J. Hickey, Mrs. I. J. Lossius, Misses W. Myres, E. Seymour, H. Whittemore, Mrs. R. Thompson, Mrs. L. Wood, Mrs. Juan Lam, Mrs. Josefa Taw, Mrs. M. Curtis, Messrs. L. Bexton, W. A. Curtis, J. M. Cajucom, G. C. Hoppeler, L. G. Kirby, N. C. Olaer, J. Pfister, L. J. Smith, R. H. Steele, H. F. Seymour, H. G. Scott, C. A. Scott, G. F. Taylour, A. W. Wakefield, Chen Chi-chang, Fung Eim-han, Yi Chen, Chu Su-guan, Juan Wong, Juana Cham-york, Fem Sin, Fom Hing, M. Healy.

Per N.Y.K. s.s. Sado Maru from London and ports: Col. G. A. Derick, Mrs. I. A. Derick, Mrs. E. M. Hones, Miss F. M. Hones, Mrs. Sera, Com. K. Matsumoto, Major T. Ogawa, Lt. T. Kaneko, Prof. F. H. Lee, Mrs. W. P. and Miss M. P. Balfcombe, Mrs. T. Kawakami, Messrs. J. N. Johnson, A. J. Jacobson, L. M. Newby, Wm. H. Sears, H. T. Young, M. Iasaka, J. T. Cooray, Y. Hinobe, K. Hosaka, G. Nishikawa, D. Pangalilugan, S. Suzuki, T. Yegawa, R. Nagashima, M. P. Prof.

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These are already marked at half original price.

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Last Week's Price $4.50, 5.25, 6.95 pair

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Usual Price $5.95 pair

During This Week Price $3.50 pair

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A further reduction of **10% OFF LADIES' HOSIERY**

SUNSHADES IN PLAIN SILK

Colours: Green, Rose, Blue, Pink, Purple, Grey and Saxe. Usual Price $10.50 and 12.50 This week's price $5.00 to clear

ALL OTHER SUNSHADES AT HALF USUAL PRICES

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Low neck, no sleeves.

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Few Bath Sheets Bargains Christy's Bath Sheets, Fringed, Size 40" x 70", Usual price $7.50 pair

This week $5.00 per pair

BATH SHEETS, size 42" x 72", Christy's make, Fringed, Red border:

Usual price $8.95 per pair

This week $6.75 per pair

BATH SHEETS, extra thick quality: Christy's make, Size 40" x 72"

Usual price $9.50 per pair

This week $7.95 per pair

72 inches wide **TURKISH TOWELLING:** White, extraordinary value

Sale price $3.75 per yard

SPECIAL PURCHASE OF COLOURED BEDSPREADS AND TABLE COVERS: Artistic Designs

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In Cream, Pink, Green, Blue and Red.

Sizes 22" x 32", 24" x 35", 45" x 45", 52" x 52"

Sale price for this week $2.00, 2.50, 7.95, 10.00 each

LACE CURTAINS

Odd pairs, half usual price.

Further reduction of 10% **OFF MARKED PRICE.**

How U.S. Navy Guarded Flyers Crossing Ocean

Bridge Of Ships Given Orders That Cover All Possible Contingencies That Might Arise In Race

Washington, May 14.—Coincident with the start from Trepassey Bay, N. F., today of the American navy seaplanes in an effort to make the first transatlantic air passage, the Navy Department made public an order, issued April 15, which governs the actions of every aircraft and naval vessels connected with the long flight and provides against almost every possible emergency which may arise during the aerial voyage. The order contains more than four thousand words, and is one of the most comprehensive ever issued by the department.

When the plan for the transatlantic flight was first conceived the task of safeguarding the seaplanes and of obtaining meteorological data necessary to the venture was placed in the hands of the commander of the destroyer force. The order, which was made public today, thus was issued by Captain Harris Laning, chief of staff, destroyer force, and has received high praise in naval circles.

A Fleet Of Naval Vessels

Complete in every detail, the order provides for the stationing and subsequent movements of sixty destroyers, four battleships and a number of auxiliary naval vessels in connection with the flight. Although issued at New York a month prior to the actual start of the hazardous journey, the details of the order have been followed without the least hitch throughout the project.

In accordance with the provisions of the department's order, the route which the seaplanes are to take to the Azores is marked by a ribbon of destroyers stationed about fifty miles apart. These vessels have been on their stations for several days and have kept the department here and the naval officials at Trepassey Bay constantly infomed as to the meteorological conditions along the course.

In addition to the destroyers four battleships, the Florida, Utah, Texas and Wyoming, have been stationed on the outskirts of the course to furnish further meteorological data throughout the flight. All of the intricate details of radio communication between the various units have been worked out carefully.

As provided in the order, the seaplanes are in constant communication with the naval vessels at all times. Every precaution has been taken to safeguard the fliers. In addition to the radio communication the destroyers along the route are provided with special illuminating torches, star shells and flares for use at night to mark the course, and are in constant readiness to answer SOS calls or other distress signals should accident befall one of the big 'planes.

Twenty-one destroyers are stationed on the Trepassey Bay-Azores leg, with four additional vessels in reserve to replace any craft which may be called upon to answer an SOS signal or itself become disabled. As the seaplanes pass above a destroyer the latter obtains radio communication and ascertains the condition of the 'planes and indicates the true course to the next vessel.

During the night the destroyers on station one to sixteen will keep brilliantly illuminated to provide against the seaplane missing a ship and thus losing the way. To guard further against this contingency the destroyers are ordered, in the event the seaplanes have not been sighted at the approximate time they should arrive, to make smoke clouds, show searchlights, fire star shells and notify the next ship to the westward. The next vessel in the line will make the same signals for three-quarters of an hour before the 'planes are due to arrive.

Upon being notified that it has been sighted by 'planes or when a station ship sights the fliers, the vessel will immediately stop smoking or firing star shells, will take the exact course to the next station and will steam slowly on that course to indicate the proper route and will keep in radio communication with the flying ships.

Signals Of Distress

'Planes forced to land on the water during darkness will indicate their position and condition by radio, rockets and flares with the following meanings: Green star—Can get off the water again, no assistance required; red star or flare—Assistance required. In the event that one 'plane is forced to land the others will remain in the vicinity until a report of her condition is received or assistance arrives.

During the flight all destroyers stationed along the route are to display a number which will indicate to the fliers the distance they have covered. Careful precautions have been taken by the Navy Department to keep the air clear of all except emergency radio messages during the time of the flight.

If while off station a destroyer sights any 'plane, whether known to be engaged in the transatlantic flight or not, it is ordered to signal to the 'plane the duty it is on and, if desired, the true course to the next vessel on station. All ships in the vicinity are instructed to proceed with all possible speed in answer to SOS calls and make every effort to assist in repairs necessary to continue the flight. In the the event that the disabled 'plane cannot proceed and conditions make towing it back to the base hazardous or impossible, the destroyer is instructed to rescue the crew and to salvage all parts of the 'plane possible.

As soon as the seaplanes left Trepassey the battleships Utah and Florida discontinued meteorological observations and proceeded back to this country. The Texas and the Wyoming will continue observations until the 'planes reach the Azores, but will send reports to the base ship, U. S. S. Melville, at Punta Delgada. The battleship Arkansas, which has been at Plymouth, England, immediately upon receiving word that the flight from Trepassey had started, proceeded to take station between the Azores and Lisbon to report meteorological conditions for the fourth leg of the long flight.

The 'planes are following a Mercator's course from Mistaken Point, on Trepassey Bay, to Corvo Landfall, at the Azores, and thence by the shortest route to Horta or Punta Delgada. There they will refuel, make necessary repairs and start as soon as possible for Lisbon. Departing from Lisbon in the early morning, the fliers are ordered to head for Plymouth, the objective point of the long voyage.

Elaborate Plans Made

The following excerpts from the naval order gives an idea of the comprehensive character of the preparations made by the Navy Department for co-operation by the fleet with the seaplanes marking the flight.

"Destroyers designated 'in reserve' will normally be in company with center ship of group to which assigned, and during flight will follow motions of that ship, except they will not use searchlights, fire star shells, 'torch' or make smoke. The destroyer in reserve will be utilised at discretion of S. O. P. of group to replace a destroyer leaving station or to render assistance to seaplanes.

"After arrival on stations the control of the destroyers in each group, as indicated in deployment lists above, will fall to the S. O. P. of the group, where it will remain until stations are finally vacated after the flight.

"After arrival on stations and until flight starts, destroyers may steam back and forth within a radius of twenty miles of station position, on such courses as may be most comfortable. When flight starts, take exact position and maintain it accurately until flight passes, unless called away by SOS or other emergency.

"Whenever a station ship is passed by one or more seaplanes, it will immediately inform next ship to eastward by radio.

"When a station ship receives report that 'plane has passed next station to westward, it will commence smoking in daytime and continue to smoke until last 'plane passes or is accounted for. At night ship will 'torch' and searchlights will be turned on at once and kept on,' trained directly into the true wind, until 'planes have passed or been accounted for. In case of mist or thick weather, searchlights sweep heavens in vertical plane into true wind until 'plane reports vessel has been sighted, when beam will be steadied level. At night ship will also commence to fire star shells from 3-inch guns at five (5) minute intervals and continue firing until 'plane reports sighting; star shells to be fired to north on maximum (75 degree) elevation, with fuses set for five (5) seconds, unless 'planes request otherwise.

Duties Of Station Ships

"Knowing time of start of flight station ships should be able to approximate time of arrival even should a 'plane miss the station ship the station ship to westward and notice of passing be not sent out. Therefore in case station ship next to westward does not sight or report 'planes, the next station ship shall commence to smoke, show lights use searchlights, fire star shells, etc., three-quarters of an hour before probable time for arrival of 'planes as estimated from information received as to progress of flight.

"Should a station ship be 'off station' during flight due to answering an SOS or for some other emergency, it will make smoke or 'torch' and fire star shells, as above directed, but will inform 'planes as directed in special 'Communications Instructions' (par. 9) that it is out of position.

"Upon being notified that it has been sighted by 'planes, or when 'planes are sighted by a station ship, station ship will immediately stop smoking or "torching' and firing star shells, put herself on exact course to next station, and proceed slowly on that course to enable 'plane to check course and determine leeway or drift. When a 'plane has passed from sight of naked eye, station ship will return to position for benefit of 'planes not passed.

"When an SOS call is received from a 'plane, the two station ships nearest to indicated position of 'plane proceed to her assistance with all possible speed unless notified otherwise. Upon arrival, if repairs are not possible, group S. O. P. designate one destroyer to take 'plane in tow and proceed to nearest port. If 'plane is too damaged to be towed, destroyer, after rescuing personnel, use every effort to salvage engines and equipment. Utilise destroyer in reserve to best advantage in an SOS emergency.

"Destroyers will keep brilliantly illuminated while proceeding to 'plane, with 'torch,' will keep searchlight sweeping heavens, and will keep bright lookout for Very's signals, the color which will indicate character of forced landing and condition of 'plane.

"If while off station for any purpose a destroyer sights a 'plane in air, it will signal duty it is on, and if requested will send to 'plane in air the true bearing and distance from destroyer's then position to next station.

"In proceeding to assistance by day, destroyers will make heavy smoke.

"Aldis searchlights for day and night visual signalling and special raido receiving sets for 425 meter wave length are being provided by Bureau of Steam Engineering for each destroyer and must be obtained before leaving port.

Supplies Of Star Shells

"Destroyers on stations 1 to 16 inclusive, and destroyers in reserve or groups 1, 2 and 3 Newfoundland-Corvo leg will be supplied with thirty three-inch star shells, which will be ready on April 28 and must be obtained before leaving United States.

"Naval Observatory, through Fleet Supply Base, Brooklyn, has arranged to supply special equipment to destroyers and battleships designated to obtain meteorological data, and ships so designated will obtain the equipment before leaving, as follows: 100 observation forms, 1 set instructions with code, 2 flasks hydrogen, 100 Davy charts, 100 pilot balloons, 1 inflation ring for pilot balloons, 1 box aerographic equipment containing 1 anemometer (mechanical) including (a) rotator (b) wire and (c) indicating instruments.

"Special instructions covering the data to be obtained by meteorological ships and the code for transmitting it, will be found in the department pamphlet under the heading 'Station Ships—Instructions for Aerographic Reports.' The method of communicating the information and the destination of the infomation will be found in the 'Communication Instructions.'

"During the flight, signal or radio calls for any ship on a station will be by the number of the station and not by ship call letters. Messages sent between 'planes and destroyers and between destroyers during the flight will be signed with the number of the station the ship is occupying.

"During the flight each station destroyer will show the number of the station it is marking in such a way as to be plainly visible from aloft at a height of 2,000 feet or less. For daylight zones, numbers eight feet high painted black on a white background stretched across forecastle deck on awning ridge ropes or painted on forecastle deck well forward of bridge will answer. Illuminated numbers eight feet high will be displayed by destroyers in the night zone during darkness. Destroyers will improvise these numbers. They will be placed so as to be read by seaplanes coming from astern.

"Destroyers marking line will remain on stations and be ready to answer a call or render assistance until last 'plane has passed station next to eastward, unless called on to render assistance, in which case they may leave regular station.

"The special instructions sent to ships concerning communications must be studied carefully and followed exactly.

"When flight has started from a base no radio messages, other than those pertaining to the flight, will be sent except in cases of emergency, until 'planes arrive at next port. Keep air free for the benefit of the flight. All messages must be as brief as possible."

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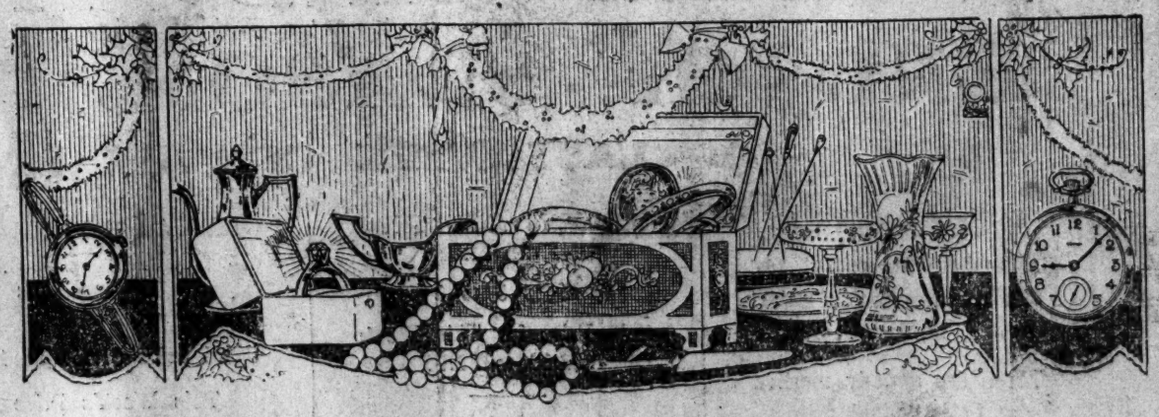

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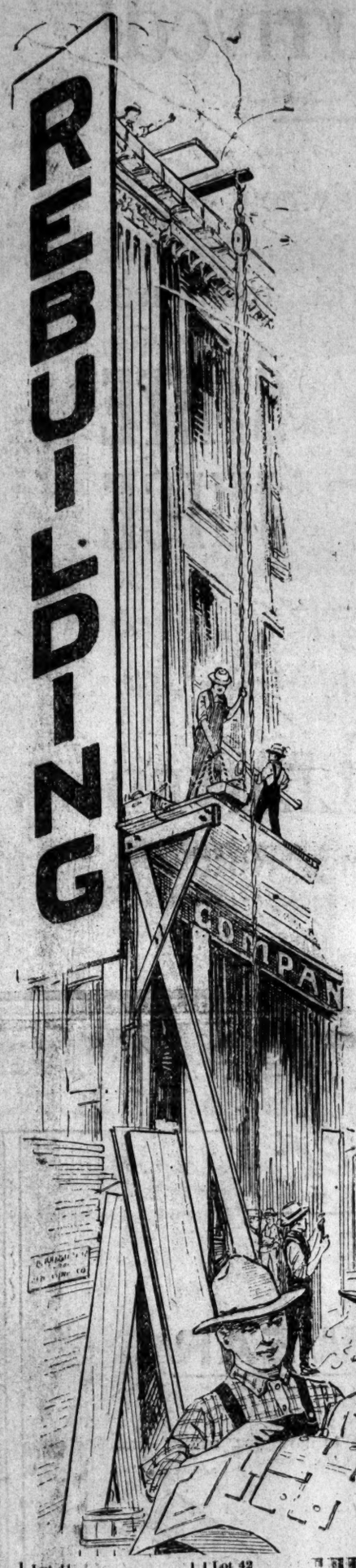

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40 Coat Cut Nainsook Sleeveless Vests. 36-38 inch. Usually $1.00.
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Lot 6.
200 Fine Silk Scarf Ties. Usually $1.00 to $2.50 each.
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Lot 7.
15 "Litewate" Topees. Shopsoiled. 6⅝-6¾ only. Usually $5.00.
Final Price $2.50 each

Lot 8.
20 dozens Excelda Colored Border Handkerchief. Usually $4.00 dozen.
Final Price $2.00 dozen

Lot 9.
25 Colored Bed Spreads 84 x 68 inches. Usually $7.50.
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Lot 10.
18 Colored Bed Spreads 84 x 68 inches. Usually $8.50.
Final Price $5.75 each

Lot 11.
21 Colored Bed Spreads 84 x 68 inches. Usually $8.00.
Final Price $5.50 each

Lot 12.
36 Colored Bed Spreads 96 x 76 inches. Usually $11.50.
Final Price $8.50 each

Lot 13.
17 Colored Bed Spreads 96 x 76 inches. Usually $12.00.
Final Price $8.75 each

Lot 14.
23 Colored Bed Spreads 96 x 76 inches. Usually $12.50.
Final Price $9.00 each

Lot 15.
300 yards Dark Green, Brown and Blue Curtain Repp. 50 inch. Usually $3.00 yard.
Final Price $1.00 yard

Lot 16.
225 yards Satin Stripe Cotton Repp. Green, Maroon and Rose Blue. 50 inch. Usually $2.00 yard.
Final Price $1.50 yard

Lot 17.
175 yds. Black Madras Muslin Original White and Colored Designs. 50 inch. Usually $2.00 yard.
Final Price $1.50 yard

Lot 18.
55 pairs Festoon Screens in Ecru Madras Muslin. Usually 95 cts. pair.
Final Price 60 cts. pair

Lot 19.
23 pair Festoon Screens in Ecru Madras Muslin. Usually $2.00 pair.
Final Price $1.00 pair

Lot 20.
300 yards Floral designs on Green, Blue and Black Bolton Sheeting. Bordered both sides. 50 inch. Usually $2.00 yard.
Final Price $1.50 yard

Lot 21.
80 Cream Turkish Towelling Bath Mats. Usually $2.75 each.
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Is Bimetallism To Follow Wartime Currency Inflation?

A Drift Toward It Is Seen In The Removal Of Silver Export Restrictions In U.S. And Great Britain's Monopoly On Gold Shipments Abroad

(New York Annalist)

Two recent official acts—the removal by the Federal Reserve Board of restrictions on the export of silver coin and bullion out of the United States and the declaration of a Government monopoly on shipments of gold out of Great Britain—have given close observers of financial and economic events cause for wondering if the world is not drifting back to bimetallism. It is difficult to believe this possible after the unhappy experiences of several countries within the last century, and in view of the general and widespread abhorrence of the dual system. But, considering the numerous unusual developments in international finance since 1914, the tendency to say "anything may happen" is strong, and certainly the possibilities of a resort to the bimetallic standard as a rehabilitation expedient offer much food for thought.

Practically all of the belligerent nations are now on a paper basis, as far as currency is concerned, and everywhere credit has been so tremendously expanded, and will probably be expanded so much more, that there is some question as to whether or not there is enough money gold available in the world for adequate "cover." Conservative bankers view the possibility of a return of bimetallism with horror; yet in several countries there are existing provisions for the interchange of gold and silver, and there are financial factions which believe that a substitution of silver for a part of the outstanding paper currency, if arranged under international agreement, would do no harm and might accomplish a lot of good.

Joint Control With England

That the disposition of American silver is still to be conducted under official scrutiny is evident from the fact that the Federal Reserve Board reserves the right to control its export by license, although it states that "unless a governmental necessity should again arise," it will resume its former policy of granting freely and without condition all applications for licenses for export. And it is equally certain that the British Treasury is to supervise closely exports of gold. In fact, the British Treasury has made it clear that its monopoly of gold exports, worked through an embargo on gold, does not mean that there will be no gold movements out of England. On the contrary, it is explained that, where "economic necessity demands," the gold will be despatched, but, it is insisted, "profiteers in sterling exchange" will not be allowed to carry through their transactions. Thus, there is reason to believe that there will be some sort of understanding between England and the United States as regards the movement of the two precious metals.

The chief argument against bimetallism, or at least one of the arguments most frequently heard in the days when it was a political issue here, is that any individual nation which should adopt the bimetal standard, or the silver standard, would soon, and by automatic workings, loose its gold reserve. Economists agree that this is so, and history substantiates them. However, at the present time some economists believe that it would be possible to adopt the dual standard, in one form or another, by agreement among all of the important countries, in such manner as not to interfere with the credit or the currency of any one nation.

Further, it is pointed out that if the establishment of a free silver market works out the way some expect it to, and silver goes to the price predicted by the more enthusiastic—say, to $1.50 an ounce—the adoption of a dual standard would really work to the advantage of all nations. If silver were to advance to $1.50 an ounce, silver dollars would be more valuable than gold dollars, measuring them strictly on the intrinsic value of the metal contained in them. At the present time, and in most countries, silver legally stands in relation to gold at the ratio of approximately 16 to 1. That is to say, a fine ounce of silver is worth at the so-called mint parity $1.2929, while a fine ounce of gold is worth $20.672, which makes gold 15.988 times as valuable as silver.

When silver was "stabilised" by agreement between the United States and England, in August of last year, the open market price of the metal was somewhere between $1.10 and $1.15 an ounce, or, at the higher figure, on a ratio of about 18 to 1. Before the war silver was selling for about 50 cents an ounce, or a ratio of approximately 40 to 1. It is now at the ratio of about 20 to 1, figuring silver at $1.03 an ounce. With the exception of the high figures of last Summer, this is the smallest ratio since the early '80's. The "16-to-1" standard has not been seen since 1873, when free coinage was abandoned in the United States, England, and Germany.

Silver Fluctations

In 1873 the world suddenly and very greatly expanded its production of silver. The 16-to-1 ratio, which had been adopted some time previously, had been very nearly a correct reflection of the relative worth of gold and silver. In that year, however, the price of silver in response to the law of supply and demand began to fall. The price in the beginning of 1873 made the ratio 15.93 to 1. By 1879 it had risen to 18.39 to 1, and in 1889 it was up to 20.78 to 1. In the panic year of 1893 the silver quotation had fallen so far that the ratio was 26.49 to 1, and the following year it was 32.56 to 1, which was the worst until the next panic came along in 1902, when the ratio went to 39.15 to 1. It recovered to 30.54 to 1 in 1906, but fell again after the 1907 panic, and in 1909 it touched 39.74 to 1, the low record until 1915, when the upheaval brought about by the European war sent it to 39.84 to 1.

Under the circumstances of falling prices it became necessary to abandon free coinage. Producers of silver had formerly been able to take their silver to the United States Mint and have it turned into dollars. But the Government for obvious reasons refused to allow the miners to turn an ounce of silver, worth anywhere from 65 cents to G.$1 into a money unit of G.$1.2929. Instead, the Government decided to restrict all silver coinage to that done for Government account. It bought the bullion at the market price, translated it into coins, and reserved the profit to itself. If silver were now worth more than G.$1.2929 in the open market, and if the Government were forced to pay more than that for its silver, the Government would have to foot the loss.

This situation gives rise to the belief that the Government will not stand idly by and allow the silver market to advance above G.$1.29 an ounce. Under the "coinage for Government account" arrangement such an advance would be decidedly against the Government's own interests and, as the Government is committed to the replacement of some $260,000,000 of silver withdrawn from the Treasury under the Pittman act, and must buy this silver at some future date, it is believed likely that steps will be taken to discourage a too great advance. The Federal Reserve Board's statement, which speaks of a possible "governmental necessity" is thought to imply that this will be done.

However, there is considerable difference between G.$1.03 and G.$1.29. Also, if the demand should become so great as to make it probable that an unrestricted market would go above G.$1.29, the Government might resort to a fiat price, as is done in the case of gold, and return to a restriction on export licenses. This would stabilise the market, giving the Government virtually a monopoly, and, in practice, would be adoption of the dual standard.

The demand for silver at the present time comes from the Orient, the great consuming quarter of the world, and also from Europe. The Scandinavian countries are understood to be in the market for a large supply for coinage purposes and in France there is a faction which desires to see more silver in circulation. Elsewhere in Europe the same ideas obtain. The arts, too, are making large demands on the silver market, and South America, producing silver itself, is also said to be getting ready to bid for American metal. That the price will advance above present levels is the belief of most men in the trade, but how much it will advance is a question upon which there are many opinions.

Disposition of gold coin and bullion under Government control would be nothing new. Ever since 1914 there has been practically no free market for gold. It has all been handled by agreement among the nations at war with Germany. The control, which, before it actually was done, many economists said could not be encompassed, has worked out well, and now bankers and economists both agree that, without the strong hands of Governments, the gold market would have approached, if it would not actually have gone into, demoralisation. There simply was not enough gold for all the pre-war purposes. Economy had to be put into force, and it was.

Now the needs for economy of gold distribution still prevail, and it is evident that this is recognised by the British, who have monopolished the metal. The British Empire produces a large percentage of all the gold produced in the world. Its mines in South Africa and Australia contribute substantially to the world's supply. If the Government is to dispose of this output "as economic necessity requires," as reads the declaration, it probably means that the gold will be sent where England can get most favorable terms. But there is the possibility that the Supreme Economic Council rather than the British Treasury, will really control the movements of this gold, and, if so, others than Englishmen will have a voice in the matter. Probably if such an arrangement is arrived at. American gold and silver will also be distributed according to the rulings of the Supreme Economic Council, although it is a little early to make such a prediction.

Nothing definite has been said regarding these possibilities, and probably nothing will be said until the Supreme Council issues its findings. But meanwhile students of finance and economics are watching developments with unusual interest. A return to bimetallism, in some form to be worked out, and the application to world finances of some of the ideas which were incorporated into the Federal Reserve system, are developments which are considered as not very remote.

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Best Of Stage Stars Have Their Mishaps

How Famed Actors And Actresses Have Been Put In Embarrassing Situations

Accidents will happen in the best regulated families and also in the best regulated theatrical productions. Many of the foremost actors and actresses at one time or another have been placed in awkward and embarrassing situations either through the fault of a fellow player, the property man or some animate or inanimate object.

For instance, when Mrs. Brown Potter and Kyrle Bellew were appearing in "Charlotte Corday," there was the thrilling scene where Charlotte Corday, impersonated by Mrs. Potter, discovers Marat in a bathtub and steals up behind him and stabs him to the heart. One evening, when the play was being performed at Daly's Theater, in New York, the bathtub was overturned, and Mr. Bellew was thrown upon the stage, where he was revealed stripped to the waist, but otherwise clothed in trousers and shoes. Of course not a drop of water was spilled. The tragedy was transformed into a farce comedy, and the audience howled with delight and derision.

Again, when Mr. and Mrs. Kendal were playing in "Lady Clancarty" there was an exciting scene in Lady Clancarty's bedchamber. Mrs. Kendal in the title role was charming and capable, but decidedly portly. During an episode in which her ladyship reclined in bed the substantial looking four poster suddenly collapsed with a crash, accompanied by a shriek from Mrs. Kendal and a cry from her devoted husband. For a moment the audience was startled, but when Mrs. Kendal was extricated unharmed fear turned to mirth, in which the two stars joined goodnaturedly.

Beerbohm Tree Unhorsed

An accident equally disconcerting occurred to Sir Herbert Beerbohm Tree during a presentation of "Henry VIII." In the scene where Cardinal Wolsey soliloquises upon his downfall Sir Herbert had been dignified and impressive as he stalked about the stage in his scarlet robe, with a long train dragging behind him. Speech followed speech with great effect, until his Eminence sank into a chair, whose legs wabbled and gave way, causing Sir Herbert to fall upon the stage. With great self-possession he recovered his equilibrium and continued his declamation.

Sir George Alexander was acting in Oscar Wilde's brilliant comedy "The Importance of Being Earnest," and had a mock tragic scene where he pretends to mourn the death of an imaginary person. Sir George appeared on the stage clothed in solemn black, with a crepe band around his silk hat and a black border on the handkerchief he abstracted from his pocket. With this handkerchief he tried to mop his eyes, but the washerwoman had either torn Sir George's handkerchief or had substituted another by mistake, for the bit of linen proved to be a scrap of rag. The people on the stage laughed as heartily as the people in the audience. Sir George seizing the opportunity to gain further applause by wiping his eyes with his fingers thrust through the tattered handkerchief.

During a performance of "Hamlet" in which Sarah Berhardt was impersonating the melancholy Dane the graveyard scene was entirely ruined by the unfortunate appearance on the stage of a cat, which walked in from the wings and began to wash its face. The Divine Sarah, somewhat disconcerted, stamped her foot, and the cat, taking fright, jumped—into the open grave, the resting place of "poor Yorick!" Madame withdrew and the curtain descended. A cat can look at a king, but not at a queen—of the drama!

Fanny Davenport's Wit

While Mary Anderson was acting in "Ingomar the Barbarian" she was required as Parthenia to utter the well known line: "I go to cleanse the cup!" But just prior to saying these words she picked up the goblet and seeing a large spider crawling on the brim shook the ugly insect on the stage in full view of the audience, who seemed to consider a "cleansing" of such a cup a necessary occupation, for they laughed approvingly.

One night during Fanny Davenports production of "Cleopatra," in the storm scene, where palm trees wave, wind moans and lightning flashes, an electric bulb in the "border" became loosened and fell to the stage, exploding with a loud report, causing the actors to gasp in astonishment. Miss Davenport straightway improvised some lines about the "wrath of the gods hurling thunderbolts upon mere mortals," and saved the situation.

When Lewis Waller was playing Charles Surface in "The School for Scandal" he unfortunately stumbled just before making his entrance, and his right hand was thrust into a pot of red paint, with which a scenic artist had been retouching some of the "props." There was no time to lose, so Mr. Waller walked on the stage with his hand apparently dripping with gore, as from some hideous crime. The audience imagined the actor had injured himself, until his uncontrollable mirth reasured them.

Wilson Barrett's production of "The Sign of the Cross" was a notable one, and was always seriously received, as the theme was a religious one and was regarded as a sort of sermon. The effect, however, was sadly spoiled one night when an actor impersonating a Roman bent over, thereby straining his tights, so that part of them ripped with a loud noise. The embarrassed player gathered his scanty tunic about his body and hastily retired, backing off the stage in a ludicrous fashion.

Rip's Beard Rips Off

When James H. Hackett, the father of James K. Hackett, was playing Rip Van Winkle, which role he acted before Joseph Jefferson ever assumed the part, a ridiculous mishap ruined the scene where Rip, after his long sleep, The ... white beard which had grown from his chin became caught in a twig of a stage tree, and as the actor rose from the ground the beard was torn from his face, and only after a series of frenzied efforts was restored to its proper place.

Not quite so bad, although decidedly annoying, was the accident to Sir Charles Wyndham during the last act of "Rosemary," which is supposed to take place fifty years after the first act, on the occasion of Queen Victoria's Golden Jubilee. Sir Charles was made up as an octogenarian, and received a round of applause for his altered appearance, and all went well until one of his bushy white eyebrows fell off! Sir Charles tried to replace it, but, his efforts proving fruitless, he decided at any rate to be consistent, so calmly removed the other eyebrow, and proceeded with the play.

One of the most amusing mishaps that ever happened in any production of Sir Henry Irving was in "Hamlet," during the first appearance of the Ghost. The actor impersonating the dead King of Denmark was suddenly seized with a violent fit of sneezing, but sought valiantly to go on with his lines, thereby giving a new and curious rendering, to the words "Hamlet—achou!—I am—achou!—thy father's—achou!—spirit!" The house was in an uproar, and when next the Ghost appeared a chorus of sneezes resounded from the gallery, and another episode of the great tragedy went from the sublime to the ridiculous.

Steam Heated Nathan

While Nat Goodwin was appearing in "Nathan Hale," the popular actor had opportunities not only to illustrate his well known ability as a comedian, but also to demonstrate his less known power as a tragedian. When the hero was about to be hanged, there was a period of absolute silence on the stage. Or rather, there should have been, for one night the steam heaters became unmanageable and created such a hideous racket that the audience began to titter, and the scene was ruined.

"Madame Sans-Gene" has many episodes of broad comedy, but one night in Paris Madame Rejane, who created the title role and made it famous in France, England and America, caused the comedy to become broader than she had intended. In the scene where the former washerwoman who has become a fine lady gets tangled in her court train and stumbles awkwardly about the stage Sans-Gene really lost her balance and bumped against the Emperor Napoleon so heavily that they both fell to the ground! Rejane has declared that nothing she ever attempted, before or since, has been received so tumultuously.

During a series of Sothern and Marlowe revivals of Shakespearian comedies and tragedies at the Manhattan Opera House in New York Mr. Sothern as Petruchio once worked himself into a fine frenzy in one of the "Taming of the Shrew" scenes with Miss Marlowe, as Katherine. So much so that he snatched the food from the table and flung it about the room with unusual abandon, a great ham flying out into the audience, landing in the lap of a lady in a box, to her astonishment—and the delight of the rest of the house. Fortunately the "ham" was merely a papier mache "prop," so no silks and satins were stained, and no damage suit was instigated.

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England's New School System Is Another Of War's Lessons

Sir Cyril Jackson, One Of Its Proponents, Tells Of The Higher Note In Education

By Edmond McKenna

It was Wellington who said that the Battle of Waterloo was won on the cricket fields of England. When a hundred years later England went to another Waterloo she discovered that cricket-field education was rather a secondary matter and that she had not very much of it.

She discovered that war demanded scientific and industrial education through all the levels of her population. She found also a condition of mental and physical underdevelopment in her factory generations that pointed to more alarming future results than any to be apprehended from the immediate hazard of war. She came to the conclusion that if she were to retain power in war and to keep her place of ascendency in the world's markets she must train a race with the cricket-field physique and the competent practical brain.

England has already begun this work by overhauling her whole educational system. The wisdom of her educators and statesmen has been documented in the Education Act of 1918 which includes in its provisions the democratic training and use of the abilities and aptitudes of every child in the nation from the pauper to the Lord.

"Cook's son, Duke's son, son of Lord and Earl," to quote Kipling, come under its provisions by compulsion, there are no exemptions. Conscript scholars will see that conscript pupils, hereafter, do their bit in the classroom and on the playing field.

Sir Cyril Jackson explained the matter to me the other day.

Sir Cyril, who won his knighthood for educational work during the war, skipped over to the United States at the instance of our Government to lecture on education and industry for the Child's Welfare Bureau in half a score of our cities. He is well up in these modern matters. For fifteen years he was head of the educational system of Australia, perhaps one of the most democratic in the world. He was for a time chief inspector for the National Board of Education in England, and later Chairman of the Educational Committee of the London County Council and of the London Council itself, and as educational expert sat with many courts of arbitration during the war when matters relating to teachers exemptions and to the employment of minors in war factories were in dispute. He is also responsible for several of the clauses in his country's new great national experiment in education, popularly known as the Fisher Act.

"There was a tradition in England," Sir Cyril began, "that education was something of an accomplishment fo gentlemen, the less related to the common ways of life the better. Now a tradition in England is hard to kill. This particular one is dead; we count it among our war casualties.

"Educational systems make rather dry discussion. Let us keep away as far as we can from the class room and the curriculum and examine the system from the human side. Take the children for instance. Our new education begins in the nursery, from two years to six. Children of those years don't learn much, but they must be physically prepared for learning later. In the nursery schools we pay attention primarily to three things, health, nourishment and physical welfare. The elementary school period has been extended to the sixteenth year for full time and the continuation part time period to the eighteenth year.

"Our army records show that what happens in the life of youngsters up to the eighteenth year is very important from the standpoint of the nation—I mean what happens outside of school. So this is what we have done: We have put control of child labor, perhaps the greatest menace to physical welfare, into the hands of the educational authorities.

"Under the powers of the new act education authorities have become responsible for the administration of the Employment of Children Act, the Prevention of Cruelty to Children Act, for the promotion of social and physical training, for the maintenance and equipment of recreation centers and playing fields, in addition to medical inspection and treatment and feeding. Medical inspection and treatment extend into the elementary and continuation schools, and if you consider that medical examination under the National Insurance Act applies to all employed persons from sixteen up you will see that the great majority of people will be under the doctor's eye vitually from the cradle to the grave. That should afford American readers some idea of the scope of our intentions with regard to the physical welfare of our people.

"Medical inspectors, during the continuation period, from sixteen to eighteen, may prohibit employment in any industry they think would retard the development of a boy or girl. Children in the country districts are, for the first time, included in the scheme That is about the gist of the physical side of the plan."

Education begins with children, but neither war nor markets could be won or kept if it ended there, I suggested. Sir Cyril admitted this very obvious reflection, and went on to tell about the new things being done on the scientific and research end.

"The war was only a few days old," he said, "when we discovered that the Germans controlled the optical glass market, as well as the supply of drugs we needed for army uses. We British had been pioneers in these fields, mind you, but pioneers only from the scientist's point of view. We let others develop our scientific discoveries in a commercial way—the glory was enough for us. Later we let the scientific end slip also, except for some amateurs, until we had even lost the power of doing the work. Even when the war was well along the work done in laboratories was unheeded by the manufacturers. All that is changed now. When the Government took over the factories the Government chemist and research worker found his place in them. By the time they were ready to be returned to private enterprise the manufacturers had learned the use of the technician and scientist. And the young man with the scientific inclination had found a new ambition. Formerly he worked for a degree in science. Now he is ambitions for a place in the great industrial life of the nation—a high place among the rulers in that sphere. More young men and women too are studying technical and scientific subjects in England today than ever before, and, what is more to the point, they are studying with a very different and greater purpose. They are going to change the trend of higher education itself and turn it into fields of social usefulness. Provision for new and more technical colleges is made under the new act.

"In this field there is a new conception of the social side of scientific training of the humanities of science. I mighty say, and the old quarrels of the classicists and scientists are likely to be set at rest by this new conception. This quickened recognition by the scholar and public alike of the essential social function of education in national life I count one of our great assets for the future."

I maneuvered a digression in Sir Cyril's talk to learn how the teacher was being provided for in the new plan and what sort of person he would be.

"The teacher? Well, we are rather short of teachers just now, but we don't feel it so much for we are very short of schools also. You see we have done no school building or repairing in England for five years. Thousands of our teachers were in the army, many were killed and wounded, and some are not yet demobilised.

"We have provided measures which we think will give the teacher a new standing and a new dignity —an increase in salary and a good pension. The salary will be much in advance of anything he has had heretofore and the pension equal to that provided for the second class of civil servants, who have been for the most part graduates of Oxford and Cambridge. We expect these inducements soon to bring into the profession of teaching a new and better type of man. Our old teacher, I confess, had a rather narrow view. Now a great many of them have been under discipline themselves for the first time, instead of administering discipline to children and youths; that experience, together with a wider contact with life in the army at home and abroad will change them. Indeed we are making special inducements to soldiers to take up the profession, and many are doing it."

Labor and capital and the concepts connoted by those two words get themselves into every discussion of public affairs in England.

"The employer," said Sir Cyril, "has made a discovery. A part of him, that was too large I'm afraid, used to think education and training had a tendency to turn the minds of working men in the direction of political debate and the like and make them rather restive. The war took his deft hands and alert minds away and he had to fall back on a very low grade of labor. It wasn't much on debate, this new grade, but it was also a very bad profit maker and troublesome in another way. And he soon saw (I am speaking of the more ignorant and greedy employer, the others always knew) that his safety lay in physically and mentally trained and alert workers.

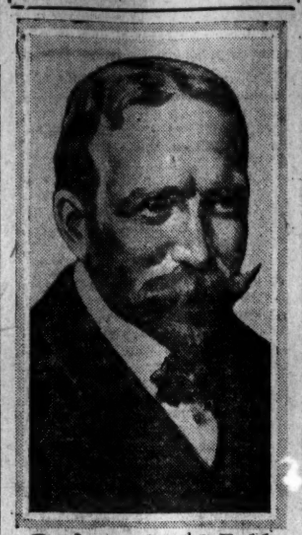
"Labor, official and otherwise, backed the education bill. I think labor liked especially the speech of Mr. Fisher, the sponsor of the measure, in which he said, 'There is nothing sacrosanct about industry. The real interest of the state does not consist in the maintenance of this or that industry, but in the maintenance of the welfare of all its citizens.' The working man gets more money now, so that he has less desire to keep his children at work for need of their wages. And he has more leisure and consequently, a greater desire for intellectual life.

"And there is another point; the extension of the franchise carries the almost absolute need for a better educated electorate. General ignorance coupled with manhood and modified womanhood suffrage would make a very doubtful combination."

The financing of the new British scheme of education is interesting to Americans, who have practically no Federal aid in education. All grants from the National Exchequer for local education have been consolidated and will in future be dependent on approval of the National Board, and the national grants will not be less than one-half the expenditures of any local authority.

The good points about the plan of financing are, Sir Cyril explained, that the National Board can require school attendance at any local point because of its power of approval of the 50 percent grant from the National Exchequer. It can in the same way require maintenance of adequate teaching staffs and medical inspectors.

Eclipse To Be Photographed From A Seaplane



Professor David Todd.

Professor David Todd, director of Amherst College Astronomical Observatory, will photograph the solar eclipse of May 29 from a seaplane at an altitude of between 10,000 and 15,000 feet. Professor Todd sailed recently for Montevideo, where he will make his usual scientific observations and photographs. He was accompanied by Ensigns G. L. Richar and W. H. Cushing and four other navy men. They will be in charge of the hydroplane which has been shipped to Montevideo, from which the photographs will be made. The eclipse is expected to last only six minutes and fifty seconds. The purpose of the flight is to make pictures above the cloud zone, with better results than those made on earth.

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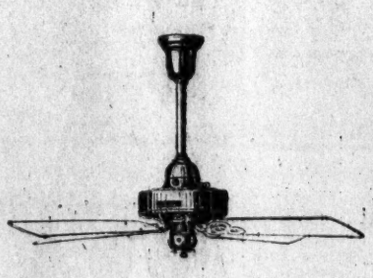

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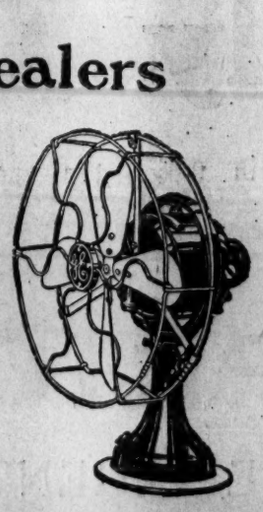

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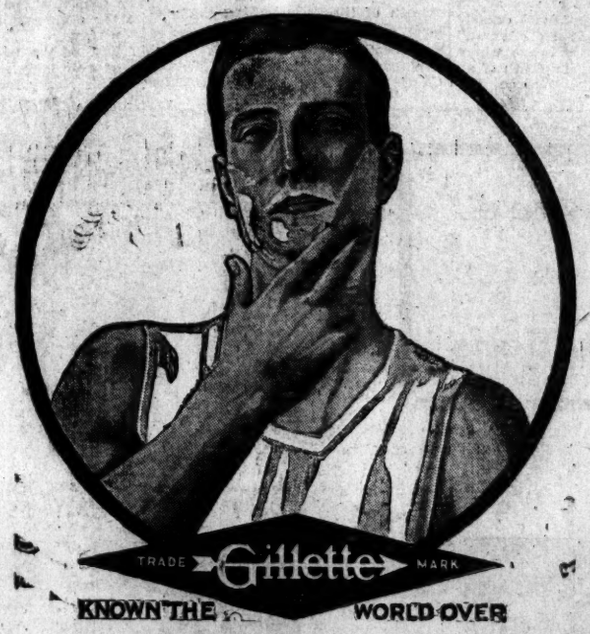

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Imperial Preference Is The Outstanding Feature Of New British Budget

Represents Departure From Traditional Policy Only War Could have Made Possible; Press Bureau Happily Is Abolished; Other London News

(From Our Own Correspondent)

London, May 8.—The outstanding feature of Mr. Austin Chamberlain's budget is the introduction of Imperial Preference. It is true that Preference is adopted only in a limited form. But the principle has been accepted—and that is what pleases the advocates of fiscal reform. In the forthcoming debates on the budget proposals the free trade party in the House means to put up a fight against any departure from pre-war fiscal policy; but no matter what it strives to accomplish in this respect its efforts will not affect or alter the fact that, for good or ill, in future trade within the Empire will receive preferential treatment.

The scheme gives partial effect to the program of the Chancellor's father, made sixteen years ago under vastly different circumstances; and the son must have felt peculiar gratification that it is he who is responsible for the change. Imperial Preference would not have been within the range of practical politics but for the war, which in this and many other ways has altered men's opinions and their outlook upon questions of national policy.

The National Debt

Financially speaking Imperial Preference amounts to little—a mere matter of $2,500,000 loss to the revenue. And what is that one way or the other compared with the figures in the budget generally? These figures are too vast for ordinary conception. The national debt, which before the war was in round figures £645,000,000, had by March 31 last risen to £7,980,000,000. To this stupendous total must be added £65,000,000 representing the obligation of the State to repay at par war bonds issued at a discount.

The important point in this connection is that a large part of our total indebtedness is in the shape of short-dated loans that must be paid off as they mature. The floating debt amounted on March 31 to £1,412,000,000, or more than double the whole of the National Debt before the war. Moreover, there is the further debt incurred by the Government to the nation by the issue of paper money. On April 23 the paper currency was £349,000,000 against a gold backing of £28,000,000. Having regard to our world-wide trade we shall have to get back to the gold standard as speedily as may be.

The China Tea Trade

The effect of preference is naturally of importance to the China tea trade. The discrimination takes the form of a reduction of the duty by one-sixth in favor of teas grown within the Empire, the duty on all other teas remaining unchanged as at present. At the moment there is no cheap China tea in this country—so I am assured by one of the best informed authorities on this subject in London. Whatever tea there is on hand here now is all of the best.

"People who want high-class China tea will pay, for it, preference or otherwise, whatever the price may be," the same expert said; "and as regards cheap China tea it remains to be seen what effect preference will have on the trade after we have had a little time to watch the working of Mr. Chamberlain's proposals. But what may happen later no man can say. It may be—I don't say it is absolutely certain—that preference will injurously affect the *entrepot* trade of London Hitherto London has been the world's free market for tea, and perhaps we shall see shipments from China, Java and Sumatra direct from these countries to America or elsewhere. This of course would affect London. But it is too early as yet to express a definite opinion on this point. Meanwhile, Mincing Lane takes the budget proposals very calmly."

Where The Germans Failed

An arresting article appears in the London Times Trade Supplement by Professor C. A. Middleton Smith, of Hongkong, on "British Prestige in China." What gives him greatest pleasure as an Englishman in China is the fact that the premier bank in the Far East is a British institution. Another point is that the largest insurance company in the world is directed by British residents in Hongkong. And the picture which springs to his mind as he passes "The Bank" in Hongkong is the room in which the chief manager sits and fixes the rate of exchange. "How many dollars will he sell for, or buy with, £100 in London, or a thousand yen in Tokio, or 10,000 dollars in New York?" The answers to these questions are the important things in the trade of the Far East."

The writer notes that the big German houses began their business by establishing themselves at Hongkong and Shanghai. But they were often financed direct from Germany; and the Germans banks for all their fostering by the State were not the banks in China. The British have succeeded and the Germans failed because the former have had unique experience of the East, gained in India; and Britain has had the shipping, and also, as Emerson has said, "The shopkeeping nation has a good stand." We have spread all along the coast and up the rivers. And we know the Asiatic better than any other European race.

Commercial Flying

The official ban on the commercial use of aeroplanes, which was removed on May-day, was promptly signalised by a flight to Manchester by a Handley-Page machine identical with that which flew to India last year. It is the type known as the 400, with two Rolls-Royce engines of 350-h.p., each. Nothing in the nature of a show performance was attempted. Eleven passengers were carried, with six cwt. of luggage, and the total load was six tons. At the start from the Cricklewood aerodrome the weather was unfavorable; and the journey throughout was performed against a 30-mile head wind.

The incident is noteworthy because it inaugurates the new era in travel. Air routes in Britain have been mapped out, "rules of the road" drawn up for airmen, and approved landing places selected. The question is raised how and by whom are the regulations to be enforced. Must there be patrols of aerial policemen continuously circling round on point duty to maintain law and order in Cloudland!

Overseas Aerial Post

In reference to aerial development, I hear that an aerial postal service may become an accomplished fact sooner than many people seem to expect. The flat denial of Mr. Illingworth, Postmaster General, in the House of Commons that he had entered into a contract for the carriage of certain Continental mails by air is regarded as in the nature of the usual official evasion whenever definite information is considered inopportune.

However that may be, whether he likes it or not the Postmaster General will have to bring the postal service up-to-date. In any case I am informed that the Handley-Page and Graham White Companies, working independently of each other, are organising a commercial service that will enable mails to be carried between different parts of the country at rates that will compete with present charges by rail and road. Letters from London to Edinburgh could, it is stated, be conveyed for 2d., an ounce, and for 1d. to Leeds and Manchester.

Once it can be shown that a regular mail service is a business proposition between one part of Britain and another, or between here and the Continent, we shall not have to wait very long for an extension of the service to India and the Far East. It sets one's imagination aglow to think of Hongkong, Shanghai and other places in China being brought within a week's postal distance from London.

Exit The Press Bureau

After fifty-seven months the Press Bureau has expired; and there is a sigh of relief in the sub-editorial rooms of Fleet Street. The next official demise, let it be hoped, will be that of the Postal Censorship.

One of these days, maybe, some one will find time to compile a record of the egregious blunders of the Press Bureau. It was the most erratic Department ever set up in Whitehall. The first conspicuous absurdity was the deletion of passages of Mr. Asquith's famous speech at the Guildhall in 1914 when he vowed that England would never sheath the sword until Belgium was restored and her wrongs redressed. When an overseas correspondent in the course of his despatch quoted from Kipling's "Recessional," the well known line, "the Captains and the Kings depart," was struck out simply because it was against the rules to mention the movements of distinguished persons in war time. There was also the memorable case of H.M.S. Audacious which sank near a home port during maneuvers. The complete story, with photographs, appeared in the American and German papers, and it was talked of here in every club and railway carriage, but British journals were not allowed to mention it till the end of the war.

The Press Bureau was an emergency institution, called into existence at a time of grave national crisis. Being in the hands of people entirely ignorant of newspaper traditions or requirements, mistakes were inevitable. But what was even more serious from the point of view of public interest than the follies of the censorship was the use made of the Department to keep disagreeable facts from the public. The loss of the Audacious is a case in point. Moreover, as time passed arrangements were made to "spoon-feed" the press. The project originated with Captain Guest, Chief Government Whip, and the idea was to furnish free of cost carefully edited articles; but the plan failed, thanks to the independence of journalists, who, irrespective of party, strenuously opposed it.

Mainly About People

It is announced that Commander Chen Shao-kwan has been appointed Naval Attache to the Chinese Legation in London.

Admiral Sir Cecil F. Thursby, K.C.M.G., formerly flag-captain of the King Alfred, China Squadron, has been promoted to full flag rank. He was in China when the King Alfred, now obsolete, carried the flags of Sir A. W. Moore and Sir Hedworth Meux, 1905-8. In the Great War he took part in the Gallipoli Expedition.

Captain Aubrey Lambert has been appointed to command the light cruiser Cairo, and to act as flag-captain to Rear-Admiral G. H. Borrett, C.B., China Squadron. Captain Lambert, who joined the Navy as a cadet in 1893, is a specialist in gunnery and torpedo work. He was promoted lieutenant in 1901, commander in 1911, and attained captain's rank in 1918. During the war he was continuously on active service in European waters. Previously he was for a time on the China station. His ship, the Cairo, belongs to the "C" class, and will carry the flag of the rear-admiral. She was built during the war, burns oil fuel, and has a speed of 27-29 knots.

Recently Mr. Hu Wei-teh, Chinese Minister in Paris, presided at a dinner given by representatives of the Chinese press at the Peace Conference to the French and Foreign press, about 200 guests being present. The Chinese Ministers attached to Washington and Brussels were also present. Mr. Hu Wei-teh said in the course of a speech complimentary to French journalists that the principle of which the Allies had made themselves the champions had always been held in honor in China. He added, "The more China is known the more you will see that, in spite of the difference that separates us, we have the same love of justice, respect for the will of the people, and desire to live in peace and constant amity with our neighbors."

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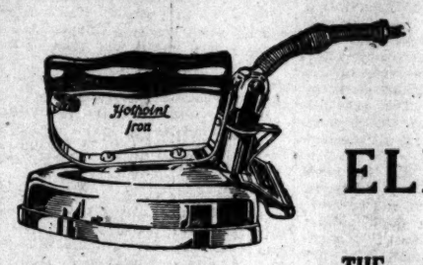

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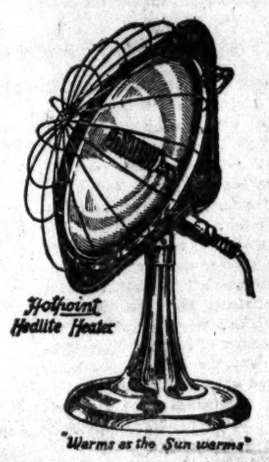
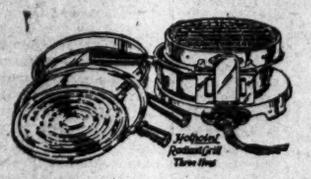


"Warms as the Sun warms"



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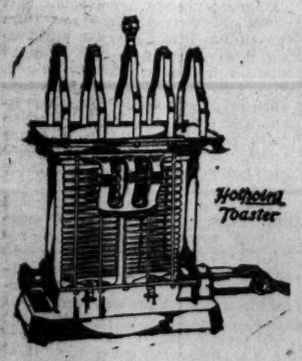

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Today's Church Services

Holy Trinity Cathedral.—First Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Smart in F.; Anthem "Purest and Highest," Stanford: Hymns 242, 106, 224; Preacher: The Bishop. 6 p.m., Evensong; Hymns 231, 175, 12; Preacher: The Dean. 9 p.m., Hymn Recital. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

St. Andrews Church Broadway.—10:30 a.m., Mattins. Preacher: Rev. A. E. Seward.

Union Church.—11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "Christian Charity;" Chant 62; Anthem "Teach me, O Lord," (Attwood); Hymns 631, 111, 629. 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "The treasure in earthen vessels;" Chant 87; Hymns 577, 370, 173; Collection at both services for the Miao Famine Fund.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. Milton T. Stauffer, B.A., B.D. Subject: "Sowing and Reaping." Evening 6 p.m., by Mr. Gerald Luxon.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Is the Universe, Including Man, Evolved by Atomic Force?" Sunday School 10 a.m., Wednesday Evening Meeting 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at 21 Nanking Road.

American Song Service.—Mr. Arthur Rugh, will speak at the American Song Service at the Palace Hotel at 5 o'clock p.m. His subject will be "The Church in the State."

St. Joseph's Church.—Masses at 7, 8, 9.15 and 11 a.m. At 11 a.m. High mass; Sermon in English. At 5 p.m. Benediction of the Blessed Sacrement. Masses on week-days 7, 8 a.m.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

Politics And Dogma

(New York Times)

IN every long parley the firmest minds yield something, strict truth and right retire a little from the middle of the way to let expediency come to the fore, and compromise prepares the path to agreement. We suppose everybody must have foreseen that the greater number of the controversies which have arisen during the negotiations at Paris would be settled in this way, by compromises in abridgment of extreme pretensions on both sides, the middle course being chosen not only as the safest but as the only practicable issue from the conflict of interests. It is not surprising, therefore, that we are now beginning to hear of adjustments that involve or appear to involve rather serious departures from principle, settlements that cannot be reconciled with the spirit or the letter of a code of international morality which the Conference has accepted as its general guide.

It is in this way that the discontent of Italy and Japan with the proclaimed purposes of the Conference have been appeased. The representatives of Italy, after withdrawing from the Conference and obtaining a vote of full confidence and support at Rome, now appear to be in a frame of mind which will make possible their return to Paris for participation in the conclusion of peace. The Japanese have for the moment scored a triumph, which is nevertheless a compromise since it involves the giving of pledges which when kept as they must be kept at no distant day, will restore the Province of Shantung to Chinese sovereignty. Neither the one decision nor the other squares with the doctrines of international morals upon which the League of Nations is founded; both are at variance with the principles of the fourteen points drawn up by President Wilson. So far from having established her title to the possession of the city and port of Fiume, Italy, by bringing the questions under painstaking investigation, has confirmed the right and title of the Jugo-Slavs to call Fiume their own. It was awarded to them by the Treaty of London, it belongs to them historically and geographically, it would be an irreparable wrong to wrest it from them, since by its position and its railroad connections it is practically the only port that can give them an outlet for their commerce. Without it they are cribbed and confined, their export trade will be put under the control of a powerful rival.

Japan's insistence upon full recognition of the rights she assumes to have gained in the Province of Shantung by her capture of Kiaochow from Germany and by her Treaty of 1915 with China was a much more serious matter. The Chinese saw, all the world saw, that it meant putting China under bondage to Japan. The 99-year lease of Kiaochow was doubly vitiated. It was originally extorted from China under duress by Germany in 1898 as a form of compensation for the murder of two missionaries. But the declaration of war by China had the natural effect of terminating that engagement. Before the Peace Conference, therefore, the Japanese rested their claims upon a title already void. But Kiaochow represents only a small part of their interest and their ambition. Control of the railroad from Tsingtau to Tsinan puts Japan in a position to command lines of interior communication vital to the industrial developent of China, while other provisions of the Treaty of 1915 accord to her rights and privileges altogether inconsistent with Chinese sovereignty, and of these China has with force and justice complained to the Conference.

In Fiume and Shantung the Peace Conference was confronted with problems of the first order of seriousness. To grant outright the demands of either Italy or of Japan would have been a confession that the League of Nations and the fourteen points were empty forms of expression which the Conference is not bound to respect. To say no to both demands, to give Fiume to the Jugo-Slavs outright, to restore Shantung to China at once, would in all probability have led to the definite withdrawal of Italy and Japan from Paris. How did the Conference meet the difficulty? In the old, old way, by a method that must have received its earliest sanction and observance when man first began to seek out ways of setting differences other than by the club. Mr. John Morley, now Viscount Morley, in his book "On Compromise," quotes this unyielding precept from Archbishop Whately: "It makes all the difference in the world whether we put Truth in the first place or in the second place." Truth goes to the second place by the decisions of the Peace Conference in respect to the demands of Italy and of Japan. This course was taken for a reason which Morley lucidly set forth more than forty years ago in his book:

"Though England counts her full share of fearless truthseekers in most departments of inquiry, yet there is, on the whole, no weakening, but a rather marked confirmation, of what has become an inveterate national characteristic, and has long been recognised as such; a profound distrust, namely, of all general principles; a profound dislike both of much reference to them, and of any disposition to invest them with practical authority; and a silent but most pertinacious measurement of philosophic truths by political tests."

Dogma, if we may so describe the principle of morality which the Conference has professed and conscientiously tried to follow, came in conflict with politics, using that word in the broad sense of the conduct of state affairs. The political consequences of denying Italy and Japan could not be faced by the Conference without the gravest concern. Italy had already gone through the form of withdrawal, Japan it was supposed would withdraw, and that was another affair altogether. For, as was made plain in the cable despatched from Paris to The Times Friday morning, there was "a lively fear felt in all Entente quarters that Japan would have immediately allied herself with Germany and joined the enemy State in bringing into their new combination Russia for another triple alliance to oppose the League of Nations." Any statesmen of the first order in any assembly, in any peace negotiations, would almost certainly have crosen the path of compromise taken at Paris. Truth is mighty and will prevail, but the cost of making it prevail at once must be reckoned with in these high matters. For the time being Truth stoops to conquer later on. At least the Conference must hope that it will conquer, must be resolved that it shall conquer, otherwise the League of Nations goes by the board altogether. Italy and Japan have shown a kind of petulance which merely reflects the great difficulty men have in setting their thoughts into the new channel. Not all the nations can fully and at once free their minds from the notions that controlled the Vienna Congress. The Conference, in the friendliest manner, has taken note of the political difficulties of Orlando and Sonnino, it has taken account of the great sensitiveness of the Japanese. That was the rule of expediency. In some later time, we are confident, after a period of international control, Fiume will go to the Jugo-Slavs to whom it belongs: Japan will relinquish her hold upon Shantung. To that she is pledged, her honor is engaged, and so freely and publicly that there can be no doubt of her keeping her engagement. Four hundred million Chinamen cannot be sacrificed to the ambition of Japan. That would put Truth, not merely in the second place, but on the scaffold.

Are Prices To Come Down With Peace?

BY IRVING FISHER

(Professor of Political Economy, Yale University, in Review of Reviews)

AT the present time there is a halt in production. Industry is slowed down. Some industrial concerns are failing to earn profits, and others are suffering the dissipation of their accured profits, because, even by shutting their plans down, they cannot save certain of their expenses or any of their fixed charges. We are threatened with business depression and from peculiar causes, for the unsound conditions usually preceding a business depression are absent.

The main reason why business is not going ahead better is that most people have been, and are still, expecting prices to drop. The merchant is selling, but not buying. The manufacturer holds up the purchase of his raw materials. People quote the disparity between present prices and those prevailing "before the war," and decide they will not buy much until present prices get down to "normal." This general conviction that prices are sure to drop is putting a brake upon the entire machinery of production and distribution. Readjustment waits because we keep on waiting for it. We have now waited in vain for over six months.

A New Level Reached—And Held

Dun's index number, which was 121 in August, 1914, before the war, averaged 229 in 1918, and 223 so far in 1919, increasing slightly in April.

Gibson's index number, which was 58.1 in 1913 and 122.8 in 1918, averaged for the first four months of 1919, 122.3. In November, 1918, the figure was 118.8. It has since risen to 121.1 for the first week of May.

In many cases, high prices are blamed on high wages. The recent rent increase, for instance, is excused by the fact that the landlords have to pay so much more for the labor involve in the upkeep of their property.

Gradually business is beginning to recognise the stubborn fact of a new price level. The Government started out jauntily to lower prices by price-fixing, but has given it up as a bad job and the price-fixing commission has resigned. Yet business men are sorely puzzled to know why prices don't drop of their own weight and can't even be pulled down by force. One of the leading business men of St. Louis recently said that prices stayed up without "the slightest reason under the sun."

Actual Wage Decrease During Ten Years

It is interesting to observe that many manufacturers, although they think that prices, including the price of labor, must come down, are nevertheless ready to demonstrate to you that their own prices cannot come down, nor can they pay lower wages. Almost everything they buy somehow costs twice as much as before the war, and their labor is twice as dear. They cannot pay their labor less if labor is to meet the increased cost of living. And yet, since the twentieth century began, wages reckoned in commodities, not money, have been actually decreasing while profits have been increasing. The purchasing power of wages over food in 1917 was only a little over two-thirds of what it was ten years before. There were indeed individual workmen who earned extraordinarily high wages in 1918 for certain forms of skilled labor, but such cases are not representative.

The body of workmen are asking for higher wages to keep up with the rising cost of living. In Lawrence, Mass., 47 percent of the adult male workers were earning less than $1,000, whereas $1,500 is the amount specified by the National War Labor Board as necessary for the maintenance of a family on a decent standard of living.

Individual And General Changes

As a matter of fact, when we investigate almost any individual one of the so-called high prices for industrial products, we are likely to find that individually it is not high; that is, it is not high relatively to the rest. Our quarrel is with the general level of prices.

Variations in the general price level may be compared to the tides of the sea, while individual prices may be compared to waves. Individual prices may vary from this general level of prices for specific reasons peculiar to individual industries, just as the height and depth of waves vary from the general level established by the tide. The causes controlling the general price level are as distinct from those controling individual prices as the causes controlling the tides are distinct from those controlling individual waves.

All prices have risen, but some have risen more, some less, than the average for particular reasons affecting each industry. The war brought about an abnormal demand for certain products like copper and steel, and they advaned faster than the average. The abnormal demand having disappeared, these prices are being adjusted downward. Wheat is a case where demand increased and at the same time certain of the usual sources of supple—Russia, Australia, and Argentina—disappeared, with a resultant abnormal price increase. The closed sources of supply have opened again, and wheat prices in the world market have dropped. In some cases, as in many of the industries making building materials, the war meant a great slackening in demand, an enforced curtailment in use by Government order. In such instances we are likely to see an upward swing in prices as the suppressed demand again makes itself felt. Today we are witnessing throughout the country such price readjustments, up and down, but the general price level has shown little sign of falling, as is evidenced by price index numbers. It is apparent to every thoughtful observer that some great force has effected all prices, creating a new standard to which they are all conforming.

The Higher Level Permanent

We are on a permanently higher price level, and the sooner the business men of the country take this view and adjust themselves to it the sooner will they save themselves and the nation from the misfortune which will come if we persist in our false hope.

The general level of prices is dependent upon the volume and rapidity of turnover of the circulating medium in relation to the business to be transacted thereby. If the number of dollars circulated by cash and by check doubles while the number of goods and services exchanged thereby remains constant, prices will about double.

The great price changes in history have come about in just this manner. The "price revolution" of the sixteenth century came upon Europe as a result of the great influx of gold and silver from the mines of the New World. Europe was floored with new money. More counters were used than before in effecting exchanges and prices became "high." People talked then of temporary "inflation," just as they talk of it now. But it was not temporary; it was a new price level.

A similar increase in prices all over the world occurred between 1896 and 1914, following the discovery of the rich gold fields of South Africa, Cripple Creek, and Alaska, the invention of the cyanide process in mining, and the vast extension of the use of bank credit.

Circulating credit—that is, bank deposits subject to check and bank notes—is a multiple of the banking reserve behind these deposits and notes; and the essence of this reserve is gold. Our present monetary system is an inverted pyramid, gold being the small base and bank notes and deposits being the large superstructure. The superstructure usually grows faster than the base. The deposits are the important elements. They are transferred by check from one individual to another; that is, the circulation of checks is really the circulation of deposits.

Effect Of Increase In Gold Supply

Thus any increase in the country's gold supply has a multiplied effect. The possible extent of that effect is dependent upon (1) the amount of gold available, and (2) the gold reserve requirements, determining the volume of credit that can be put into circulation based upon the gold. Over a billion dollars in gold has come into this country from abroad since 1914, and a large amount, has disappeared from domestic circulation. The gold from both these sources has found its way into the United States Treasury and into bank reserves. On June 30, 1918, the portion of the gold reserve of the Federal Reserve banking system which supported national bank deposits and Federal Reserve notes was more than three times as large as the gold reserves under the old national banking system on June 30, 1914—$1,786,000,000 compared to $592,000,000.

During the same period credit instruments (demand deposits and notes) increased about twofold—from $6,100,000,000 to $11,700,000,000. This incerase of credit instruments is typical of the banking situation for the country as a whole and largely explains the present high level of prices. The increase of gold has been so great, however, that the base has grown faster than the superstructure—which is contrary to the normal tendency. The ratio of gold to credit has risen from 9.6 percent to 15.3 percent. The legal reserve requirements of the present system are such that for 1918 there is an excess of gold above these requirements of more than $700,000,000. The reserve required by law to support the $11,700,000,000 of credit instruments of 1918 is $1,070,000,000. The $700,000,000 of free gold could support an additional superstructure 70 percent as large as the existing one, which indicates that for the banking of the country as a whole a potential future expansion of 50 percent is a conservative estimate.

Many people, referring to this inflation in the circulating medium, and assuming that it is temporary, are waiting for this inflaton to subside. When we speak of inflation we mean more circulating medium than is needed to transact the business of the country on a given price level. But what price level? Some people mean the price level of 1913-14. Our currency is certainly inflated in terms of the prices of that period, just as the currency in 1914 was inflated with respect to the prices of 1896, but our currency is not inflated at the present time relative to the new level of prices in the world which the war has brought. The country's volume of money will have to be judged in terms of this new price level, not in terms of a price level that is past. To speak of the present "inflation" as temporary is to assume the very thing about which we are contending—to assume that the normal prices are those of 1914.

Let us examine the factors upon which any future price movements must depend:

(1) Gold will not return to circulation.—No great effect in the direction of falling prcies can be expected from any return of gold and other lawful money into daily circulation to monetary experience everywhere. Such a reversion would be contrary When people have learned to leave their gold and silver in the banks and use paper money and checks instead they find the additional convenience so great that they will never fully return to the old practice.

(2) No great outflow of gold through international trade.—It should be noted that many of the former reasons for a flow of gold from America abroad have disappeared. We used to owe Europe a huge balance of interest payments upon American securities she held. The situation is reversed today. Moreover, Europe must pay us money for the materials we will send her for reconstruction, or at least pay us interest on credit we will extend her. Thus our exports will probably exceed our imports during the reconstruction period. We used to pay ocean freight money to foreign carriers; today the American merchant marine will keep in American hands tens of millions of dollars of ocean freight money. The huge volume of American tourist travel abroad, for whose expense we had to settle, has stopped and cannot resume for a year at least. For all these reasons the lines are laid for a movement of gold from Europe here rather than a movement from America to Europe.

"Yes, but," people say, "wait until trade is resumed between the United States and Europe, then surely, 'low-priced European goods' will flow over here in such enormous volume that they will liquidate all annual obligations to us in goods." Ultimately Europe must pay her obligations to us in goods, but it will take many years. Meanwhile, she needs our tools, machinery, and raw materials for immediate reconstruction.

At the present time European goods are not "low-priced" (however little the money wages of European labor will buy). Prices in Europe since the war began have risen more than they have in the United States. The price rise has been less the farther from the seat of hostilities. It was least in Australia and New Zealand. It was next least in the United States, Canada and Japan. Then came neutral Europe; then our present Allies; and finally Germany and Russia. Gold tends usually to flow from high-priced countries to low-priced countries, so that until "inflated" European prices fall gold is not likely to flow thither. Prices are no more likely to fall there than here, and for the same reasons, which will be explained.

(3) Reduction of outstanding credit.—The chief dependence of those who predict lower prices is on a reduction of the superstructure of credit resting upon our gold rather than on any reduction in the volume of this gold itself. They look for a contraction of bank credit, a reduction in the volume of deposits subject to check, which circulate throughout the country.

But the main cause for the present extension of bank credit is the method of financing the war by loans. Over 16 percent billion dollars' worth of Liberty Bonds were floated, including this last Victory Loan of 4½ billions. Subscribers for the Victory loan did not pay for their bonds in full any more than they did in the previous cases, but rather less. Many of them deposited the bonds with the banks as security for loans to be repaid later. The effect on our circulating medium will be the same as if the Government had imposed a levy of $4,500,000,000 of credits upon the Federal Reserve banks, and then ordered them to apportion these credits out among the banks of the country. This process has naturally led to an expansion of credits. The former issues of Liberty bonds are still carried by the banks to a considerable extent. As soon as the Government needs additional money, it will issue new Treasury certificates, resulting in new extension of bank credit. Moreover, there is little doubt that there will be at least one more Government bond issue during the reconstruction period, and this will tend to further increase our credit structure.

The banks must lend credit and create deposits to meet the expenditures not only of our own Government, but of foreign governments as well. The same thing results even if these governments are served directly by private investors here instead of via the United States Treasury. Those investors pay for foreign government bonds as they do for our Liberty bonds—on the instalment plan—paying a small part down and borrowing the rest from the bank. This increased purchasing power will be mostly spent in this country for supplies to be sent abroad for rehabilitation. This continuance of vast loan issues, connected with war and reconstruction throughout the world is a factor which will maintain the high price level temporarily, which means many months.

It is also worth keeping in mind that Liberty bonds and other Government securities held here do not wholly cease being a source of credit expansion when the individual subscribers have completed their payments on the bonds and really own them.

The availability of the vast issues of war bonds as bases for future credit expansion, coupled with the fact that our banking system has still many unused reefs, sure to be taken out later, when business wishes to spread more sail, is the chief reason why prices will keep up permanently; that is, for many years.

Between the period of temporary and the period of permanent effects there may be a slight dip in the price

(Continued on Page 16)

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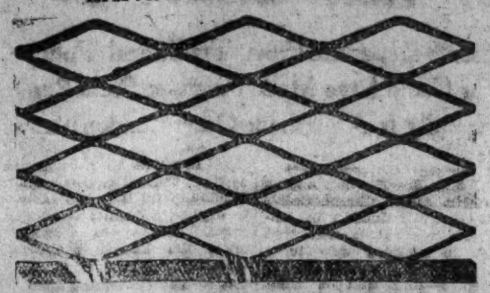

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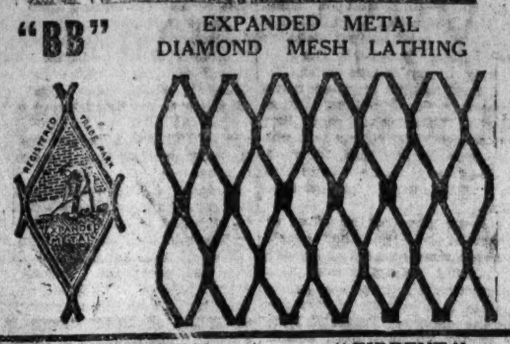

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BROWN BERRY
HE'S DIZZY
BLUBBER
I NEVER SPENT A SICK DAY IN MY LIFE.
WELL, WELL!
YOU NEVER SPENT ANYTHING!
THAT'S VERY UNKIND BUT TRUE.
DON'T YOU LOVE THAT?
THESE TWO COOING DOVES ARE LOVE SICK AND THEY MAKE EVERY BODY ELSE SICK.
LOVE IS AN AWFUL THING
SHE LOOKS LIKE A NICKEL IN A KID'S POCKET ALL SPENT.
ONLY ONE THING WOULD MAKE HATTIE SICK.
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I'LL CALL A COPPER AFTER THAT.
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Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Years ago there were a great many people who saw that there were departments in music in which the popular taste was in need of reform of some sort. Especially in two departments the popular standard was a low one. First, the type of song that was acceptable at a ballad concert; secondly, in sacred music, the music offered by choirs and given to congregations as part of worship in Christian churches.

In both of these departments there were critics and reformers whose programs for the "education of popular taste" were received with varying degrees of skepticism. The want of enthusiasm for some if not all of these schemes for reform was to be accounted for by the lack of any unanimous principles as to the formation of taste. In the ballad department the publication of such books as Mr. Harry Plunket Greene's "Interpretation in Song" put the problem as one where the solution lay chiefly with the singer. A little more study, a broader outlook, a little more courage in putting forward really good songs in the best way, and the public would be found to appreciate; for, unlike the beloved types of church song, the vogue of the "popular" ballad is short. Incidentally, the singer of sloppy sentiment came in for a good deal of chaff, and could perhaps be laughed out of it. The public, so long as a favorite singer leads the way, is very willing to transfer its affections as to what is sung.

Then, too, such people in the audiences whose taste was undeveloped were not all impervious to the shafts of ridicule levelled at cheap and feeble types of song. Again the audiences liked to think a singer was giving them his best in return for their support.

So in many various ways a real reform in song has taken and is taking place. Chiefly it has been, not by the process of "educating the public taste" gradually, but by a firmer stand on the part of our singers. In truth, the claim of a great many favorites to be called artists in any real sense was becoming untenable, so remote were their aims from any serious artistic intentions.

A similar but more complex problem faced those who deplored the chaotic state of church music. Any amount of education applied to the choirmasters and clergy only would and could only lead to a widening of the breach existing between them and the people in taste.

The clergy choristers and choirmasters when sufficiently sincere can be made to feel the astounding discrepancy between the pretensions of Christian worship and the type of artistic achievement which that worship has encouraged and fostered in the past. But the people themselves for whom a better type of music is intended cannot, as in the case of the ballad audience, easily be made to follow the precepts and practices of the musical reformers. And this is not so much that they are either obstinate or unmusical. They are merely loyal to one of the most powerful influences in life, thought and conduct. This is the power of association. Association in matters secular is powerful enough, but with early religious impressions association is almost overwhelming.

The churches, their musicians and their compilers of hymn books have for good or ill obtained for their work in the past a sanction, a right almost divine for such of it as became connected with powerful religious emotions. The associations between these feelings and the particular type of artistic work which accompanied and reinforced those feelings is so strong that criticism is powerless in most cases. Ridicule is not merely tactless; it is out of place entirely, and seems to many akin to blasphemy

Because of the "sacredness" of the feeling itself, the type of art associated with it becomes canonised. Any alteration becomes sacrilege.

For example a hymn or tune which has become sacrosanct by its associations in a debased or altered form is to many minds on no account to be restored to an authentic form.

It seems then that in religious art there can be no thought of ordinary critical methods being applied with good results. Opposition is only reinforced if not provoked. The idea of educating taste, at best a doubtful theory, is ruled out of court by association. Without this power of association no form of religious art could endure and it is idle to try to build by means of the very emotions which it is sought to displace.

The way seems to be much more simple than any of these expedients. Those who long to see an art of worship grow up that is worthy of the emotions themselves must start with the children. They at least, have no predilections. Their associations can be made with the very best types of art. To give them poor stuff and try to lead to better is idiotic. Once the mind is accustomed to the best it will not admit the inferior. And when powerful religious feelings are associated with a worthy type of art, the aim of all the reformers will be reached in one stride, not by a laborious process of setting up ninepins and trying to knock them down again; which is what "educating" in matters of taste comes to. At last there is, or may be hope for us grown-ups, if we can once become analytical enough to see that what is attacked and criticised is merely the merit of the art itself, and not the feelings and associations we have interwoven with that art until the two are indistinguishable.

Our religious feelings and associations are inviolable, no one, priest or laymen, can lay hands on them. Let us admit, however, that the feelings would be just as strong and "sacred" if in the past they had grown up side by side with worthier forms of literary and musical art.

The critic in these matters is not merely an iconoclast, he is merely an analyst. He can separate, where so few of us can, the feeling, the highest in us, from the forms which have sometimes evoked those feelings. And he is honest enough to confess that the power to evoke those feelings is often given to a very sorry pieces of stuff indeed. And the connection, powerful as it is, almost defies detection. The connection, once formed, does not merely persist. It grows and multiplies itself with advancing years, and remains perhaps strongest when conscious memory fails, existing as it does in a region beyond our consciousness on the border land of mind and spirit. What an opportunity to link up this force in the lives of the generation to come with a conscious art, inspired and sustained by the finest feelings the late war has evoked.

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Italy Came Back To Paris Without Any Invitation

Orlando And Sonnino's Return Announced Before Invitation Was Drafted

By H. Wickham Steed
(*Editor of the London Times*)

Paris, May 10.—It is possible now to give details of some of the particulars of the situation antecedent to the decision of the Italian Government that the principal Italian delegates should return to Paris. These particulars necessarily are incomplete and can scarcely convey an accurate expression of the situation as a whole until they are completed by the knowledge of what actually took place in Rome.

In the first place it is necessary to correct a Reuter telegram sent from Paris under date of May 4, in which it was said that the Council of Three sent an invitation to Italy to resume her place in the Peace Conference. It was indeed intended to send such an invitation, or rather an appeal to the Italian Government. In all probability it would have been so worded as to make it clear to the Italian people, in the event of its publication, how grave had been the responsibility of Italy in continuing her voluntary abstention from the conference. But before it could be sent a telegram arrived on Saturday vening from Baron Sonnino, in which was something like an official charge of having violated the London agreement against the British and the French Governments.

On Sunday, therefore, the situation was dominated by this telegram and instead of despatching an appeal to Italy the Council of Three gave instructions that a reply to it be drafted for sanction and signature on Monday morning by M. Clemenceau, Lloyd George and Mr. Wilson.

Consideration Suspended

The draft was actually under consideration when M. Leichorn arrived from the Quai d'Orsay with the news that the Italian Ambassador had announced the return of Premier Orlando and Baron Sonnino for Wednesday morning. Consequently the deliberations of the Council of Three took another turn and consideration of the Italian issue was suspended pending some manifestion of the spirit by which the Italian delegates were animated.

When, whether and how the Adriatic difficulty will be solved there are no present means of judging. Of schemes for a settlement there is no lack, but the real problem is to find not a halting compromise but a solution which, ten or twenty years hence, all interested parties may recognise as having been fundamentally just.

One of the greatest dangers is that some local conflict between the Italian and the Jugo-Slav forces suddenly may aggravate the position. Reports have reached the conference, for instance, that the Italians are preparing to march a battalion of Italian troops from Buccari, near Fiume, to the mountains and through Jugo-Slav territory into Hungary. An enterprise of this kind could hardly fail to provoke trouble. Similarly barbed wire entanglements and machine-guns have been placed by Italians along a considerable section of the Daibach-Fiume railway.

In these circumstances the impression prevails in many quarters here that it would be wise to warn all whom it may concern that any armed conflict may entail serious consequences for those who provoke or engage in it.

Local Feeling Runs High

Local feeling naturally runs high on both sides. Manifestations in Italy have inflamed the Italian troops, while the southern Slavs are embittered by the wholesale deportations of their kindred from regions under Italian occupation. From Istria and in Dalmatia alone some ten thousand southern Slavs, according to information at the disposal of the conference, have been arbitrarily deported to Italy and Sardinia.

The tension has been somewhat relieved by the humane and friendly bearing of the rank and file of Italian troops, especially of infantry regiments, who do their utmost to mitigate the severity of orders given under superior instructions by their officers.

This deplorable position may, however, rapidly improve if a just settlement of the Adriatic difficulty can be attained. As regards the question of Fiume, the British and the American and, it is believed, also the French exports are absolutely unanimous. The question has been made the subject of exhaustive study from every conceivable angle. The result in so far as it is known is that the regime of Fiume ought to be some form of free port with guarantees that its trade from the interior cannot be blocked, and that there shall be sufficient inducement to the Jugo-Slav State to direct its energies toward the development of the harbor.

The nauseating calumnies in which Italian journals and politicians have indulged to the effect that the reluctance of the conference to give Fiume to Italy is the result of pressure from international finance have naturally had no effect upon impartial men who have been studying the problems. If pressure of international finance there has been it has been directed in the case of Fiume, as in the case of Dantzig, against the attribution of those ports to Jugo Slavia and Poland, respectively. This fact is widely known to those who have launched the calumnies and who have unscrupulously sought to poison public opinion and intimidate the advocates of a just solution in Italy, France and elsewhere.

Not An Italian City

The truth is that Fiume even in its restricted municipal area is not an Italian city. The Magyar census of 1910, which certainly was not unfavorable to the Italian element—since the support of the Italian municipal party against the Slav population was an essential postulate of the Magyar tenure of the city—gave the Italians only a relative, not absolute, majority of the population, and of these 24,000 Italians out of a total population of nearly 50,000 in the municipal area, 4,000 were subjects of Italy. In the total urban area, including Sushak, which is unseparable from Fiume, the Italians numbered less than 25,000 out of a total of 63,000. The Slavs numbered more than 27,000, the remainder being composed of some 10,000 Magyars, Germans and others.

The reported "Autodeciscief" of the city of Fiume in favor of annexation by Italy at the end of October was in reality a manifestation of a self-constituted Italian committee in opposition to the provisional Jugo-Slav Government of the town.

All impartial reports from Fiume agree that a plebiscite honestly taken, even in the restricted municipal area, would give a considerable majority against attribution to Italy, while in the urban area the majority against Italy would, of course, be very large. In fact, President Wilson recently received a telegram in the name of representative inhabitants of Fiume and Sushak demanding a popular vote upon attribution of the city and harbor before any decision were taken by the conference. It is, therefore, to be hoped that the Peace Conference leaders will be not stampeded into any hasty or uninformed compromise that might result in accentuating local rivalries and depriving the wide and popular hinterland of the only available outlet to the Adriatic.

As They'll See The War In 3000 A.D.

The fashion in which—say, one thousand years from now—the press possibly may make reference to recent events in the world's history is indicated by the following amusing contribution to The Merritt Dispatch:

"Professor Brodbrow, of the World University at Newparlon, has unearthed some hieroglyphic covered stones and some very ancient manuscripts recently, which established beyond a doubt that a great war was fought in the very remote ages just before the time when authentic history begins and which involved nearly every nation of that time.

"It appears that the professor, in a search for skulls of that period in an effort to determine from his finds as to whether or not the Senators of that day were cracked in the head, accidentally unearthed documents believed to be a part of the records kept by a committee on public information. The valuable historical facts uncovered are as follows:

"About the year 1914, there appeared in Europe a figure of gigantic proportion, possessed of unheard of strength and allied with a supernatural being to whom he referred as 'Gott.' His country was far too small to satisfy his ambitions and he precipitated a great war between his people and all the other nations of Europe, putting himself at the lead of the project. Evidently his ally, 'Gott,' refused to take any active part in his scheme because nowhere has any record of such a leader taking part been found, and the only place he is mentioned is in the speeches of the War Lord, as the great warrior was called, immediately after the war began. After several years the name 'Gott' was not mentioned even in the War Lord's addresses. It is supposed that Gott' himself forbade the use of his name. At the beginning of the war the battle cry of the War Lord's people was 'Deutschland uber Alles,' and 'Strafe the English,' but it seems that toward the end it was changed to 'Kamerad.'

"Great destruction was wrought in Europe for more than three years and things were going well with the War Lord. He had a few rudimentary airplanes, a great many 'unterseeboats,' called submarines, and an unlimited supply of what was termed at the time 'Bolsheviki.'

"He was the most powerful ruler in the land, but a nation called the 'Tommies' was the chief power on the sea. The 'Tommies,' the 'Poilus' and the 'Wops' were all enemies of the War Lord, and all of their farmers being in the army a nation of 'Yankees' across the ocean was sending great ships laden with food to them. The War Lord became disgruntle and ordered his submarine kings to sink all of the Yankee vessels. He made a great mistake there, but did not realise it until it was too late. It seems that the 'Yankees,' whose ruler was one 'Woodrow,' assisted by a powerful figure called 'Crowder,' set the Americans to raising a great draft which eventually blew the War Lord off the map.

"He then became a wanderer on the face of the globe with nowhere to rest his head, and a sort of peace settled down over the world. Certain factions called Reds, Bolsheviki, I. W. W. and a crowd led by a man named Hearst, caused a little disturbance for some time, but nothing of any consequence resulted from their behavior.

"After the war a peace conference was held in Europe to establish a league of nations, but the work must have been of such complexity that the primitive minds of the 'Yankee' Senators could not grasp it, and in spite of the strenuous efforts of 'Woodrow' to impress the importance of the project upon them they caused so much trouble by filebustering that they almost succeeded in 'busting' the reputation that the great ruler had established. It also is thought that a coming election in 'Yankeeland' had a great deal to do with the opposition to 'Woodrow's' plan because he was of a party opposed to the majority of the Senators, and it was their desire that 'Woodrow' should not make the nation safe for the Democratic party and leave their Elephantine party out of the Graft. Graft is referred to quite often in the records discovered, and it is supposed that it was a position of great honor, higher than the Senate, and one to which all politicians of that time aspired.

"More interesting results are expected from the professor's research work and will be given due publicity."

Are Prices To Come Down With Peace

(Continued from Page 14)

level, say a year from now. If so, it is the more incumbent upon business to proceed now; for it cannot wait.

Reduction In Bank Credits Not Wanted

During the war the flotation of stocks and bonds of commercial concerns has been very greatly diminished. During the period upon which we are now entering, the issue of such securities will increase greatly.

Against any considerable reduction in bank credit and hence in the general level of prices, we shall find the whole business community in arms. Falling prices mean hard times for the individual and for the nation and everyone resists the tendency. At the end of the Civil War the Treasury started to reduce the quantity of greenbacks. A start had hardly been made, however, before the business depression of 1866 and 1867 caused Congress to forbid any further reduction.

Looking into the still more remote future, there will be in Europe, particularly on the Continent, a vast increase in deposit-banking. The need of the governments there for funds during wartimes hastened the introduction of deposit-banking. Money went out of circulation into bank vaults, and there became the basis for circulating credits. This means a new habit which will lead to a great currency expansion. Faraway countries, like India and China, are also learning to use deposit-banking. It is as if a new source of gold supply had been discovered. What has been discovered is a new way of using the gold supply. The world, during the course of the war, has thus started, or has hastened, an equivalent of the price revolution of the sixteenth century.

Business men should face the facts. To talk reverently of 1913-14 prices is to speak a dead language today. Price recessions have been significant. The reason is that we are on a new high-price level, which will be found a stubborn reality. Business men are going to find out that the clever man is not the man who waits, but the one who finds out the new price facts and acts accordingly.

But the new price level will not be steady or constant. We shall continue to have, about this new average, fluctuations of various degrees of severity. We shall never be able to predict, with any surety, the course of prices. The only final solution of the prices problem is one which will do away with the injustices and economic crises due to price fluctuation by stabilising the monetary unit.

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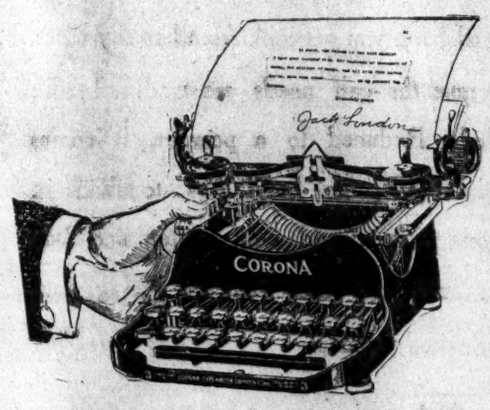

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Profit Sharing Experiments In America

Plans Of Various Companies For Giving Those Who Work For Them An Interest in The Prosperity Of The Business

New York, May 10.—Most profit-sharing plans take the form of stock ownership. The method of acquiring this ownership varies with different companies. Some give it outright as part of the general distribution of the annual profits of the company; some let the employe buy it on the installment plan, selling him at par when the stock is greatly at a premium; some allow a percentage of the man's annual salary as partial payment on a share, the rest of which he pays for in easy installments; some allow employes additional dividends together with those paid to ordinary subscribers.

As far as is known, the N. O. Nelson Manufacturing Company of St. Louis was the forerunner in this movement. In 1886 this concern inaugurated a plan by which all employes of the company, besides getting their regular cash wages, received in addition a profit sharing dividend at the end of the year. This dividend is paid in stock in the company. Before a man can participate he must be employed for six months. His certificates, however, are not issued to him until he was been with the organisation for three years. Until his certificate comes into his possession, he draws 6 percent interest on it. At the end of the three year period the stock becomes his own like any other stock that he may buy in the market. However in order to make this truly an employes' share-holding plan, no man is allowed to sell his stock while in the employ of the company. As far as is known, this, though the earliest, is the most advanced profit-sharing arrangement. In most of the other organisations the employe who is allowed to own shares in the company's stock must buy it out of his own earnings.

That is the basis of the Eastman Kodak plan. On April 2 of this year George Eastman, the president of the company, issued a statement to the Directors telling them the conditions of his plan. It follows:

"I will donate sufficient stock, estimated at 10,000 shares, to enable wage-earning and salaried employes of this company and its allied companies still in the service who completed two years or more of continuous employment on January 1, 1918, to purchase at par an amount of such stock equal to 2 percent of their wages earned while continuously employed prior to that date.

"The above offer is made, however, on the condition that this company set aside 10,000 shares of its unissued common stock to be issued for cash at par and made available for sale at par from time to time only to wage-earning and salaried employes of this company and its allied companies as they attain two years' continuous service, the maximum amount purchasable by any employe to be an amount at par equal to 2 percent of the total wages paid such employe during five years of continuous employment, with the proviso that an employe entitled to participate on the basis of five years or more continuous service in the purchase of shares contributed by me shall not be entitled to participate in the purchase of the shares set aside by the company, but an employe entitled to participate to a less extent in the purchase of the shares furnished by me may share in the purchase of stock set aside by the company as far as may be necessary to bring his total purchases up to the maximum above stated. . . .

"All of this stock, both that contributed by myself and that set aside by the company, can be distributed to employes most conveniently if represented by certificates of the face value of $10 each, a certificate representing one-tenth of a share of common stock. Such certificates will carry their proportion of dividends paid on the common stock, but the dividends upon certificates may, for convenience, be paid semi-annually.

"The company should establish a plan to assist employes whenever necessary to take their allotment of certificates and pay therefor in installments.

"An owner of certificates who leaves the employ of the company for any reason should receive for his unmatured certificates their par value with any unpaid dividends apportionable to them, but in the case of certificates not fully paid for, the holder should receive the amount standing to his credit upon his account. In the event of death or permanent disability of an employe holding unmatured certificates, such certificates should, on full payment being made therefor, be exchanged for stock to be issued to such disabled employe or to the estate of the deceased. The interests of the employe in the foregoing respects must be safeguarded by equal representation upon committees formed to deal with all such matters impartially. . . ."

In the case of a man making on an average $2,000 a year the maximum amount of stock that he can purchase is figured in the following manner: His wages for five years would approximate $10,000. Two percent of that is $200. That means he is entitled to buy two shares of stock. That, however, is not the entire extent of his share holding. The Eastman-Kodak stock is today quoted at about $570 per share. The returns on a $200 investment therefore are $1,140.

The profit-sharing plan of the International Harvester Company is now more than ten years old. That was characterised by two distinct phases.

First, all those employes who made a satisfactory showing for the year were entitled to share in the company's profits especially set aside for this purpose. Secondly, the employe was allowed to purchase stock on the installment plan. The cash distribution was based on the marked efficiency of the employe in the sales department, for instance, increase of sales and reduction of selling expense was the basis of judgment. In the works it was increased production or decreased cost. The conditions of stock purchasing on the installment plan for December, 1915, were as follows:

Any employe may subscribe for a profit-sharing certificate for $50 or any multiple thereof up to the sum of $1,000. The payments for the certificates shall be made in specified sums of not less than $1 nor more that $25 per month, which may be regularly deducted from the employe's wages. The amount thus agreed to be paid must be sufficient with the other credits hereinafter provided to pay such certificates in full on or before January 2, 1921.

Whenever the employe is unable to work for the company because of a shutdown or of his sickness or accident disability, his payments may be temporarily reduced or suspended.

Each employe who subscribes for a profit-sharing certificate before March 1, 1916, and has earned $100 or more during the year 1915, will also be credited on such certificate at the date of his subscription with a sum equal to a percent of his wages during 1915. If he has been in the company's employment throughout that year this credit will not be less than $10.

The company agrees to credit annually on January 2 of each year, from 1917 to 1921, inclusive, on the profit-sharing certificate, in addition to the employe's payments thereof, the following:

(a) An amount equal to 1 percent of the employe's wages earned during the preceding calendar year, if such wages amount to not less than $100 and the employe is still working for the company. If he has been in the company's employment throughout the preceding year this credit will not be less than $10.

(b) Interest at the rate of 5 percent per annum on all his payments and credits on his Profit Sharing Certificate.

Every employe holding a Profit Sharing Certificate shall have the right:

(a) To apply the amount credited upon his Profit Sharing Certificate to the purchase from the company of its common stock at $3 per share below its then market price at any time when such amount is sufficient to pay for one or more such shares or

(b) To receive in cash the full amount of his certificate with accrued interest any time after such certificate is fully paid; or

(c) To leave with the company until January 2, 1921, the amount of his paid-up Profit Sharing Certificate and interest thereon at 5 percent per annum, and also an equal amount of 1 percent of his wages for the preceding year, and

(d) To subscribe from time to time for additional profit-sharing certificates upon the terms and conditions above set forth, provided the total amount of certificates subscribed for by any employe shall not exceed $1,000 and his payments thereon shall not exceed $25 per month.

An employe subscribing for a fifty-dollar certificate during January, 1916, for instance, paying $1 a month, would have had his certificate paid in twenty-four payments ending January, 1918, in the following manner:

1 percent of wages for 1915, 1916, 1917, (minimum)	$30.00
24 monthly payments of $1 each	24.00
5 percent interest to January 2, 1919.	2.70
Total	$56.70

He was allowed to draw in cash the full amount on January 2, 1918, or to leave this amount with the company until January 2, 1921, and if he continued in the employ of the company cash payments to him would be on January 2, 1919, $12.84; on January 2, 1920, $12.84, and on January 2, 1921, $12.84. The $12.84 is the $10 given him annually plus $2.84 interest on $56.70. The principal sum, $56.70, will also be paid him on January 2, 1921.

An employe who had worked for the company one year or more, subscribing during January, 1916, for a $200 certificate with a monthly payment of $2 had to his credit on January 2, 1919, $120.50, of which he had paid in $72. If he then withdrew a sufficient amount to purchase one share of stock at $3 below the then market price he continues to receive as credits on the balance of his account, interest at 5 percent and the percentage of his wages as set forth in this plan. He will also receive dividends upon his share of stock in common with all other stockholders and an additional annual payment on account of his share of stock guaranteed to be not less than $2, and which on the basis of the earnings of the company for the year 1914 would amount to $5.26 each year.

The United States Steel Corporation started its profit-sharing plan as early as 1902. At that time the company set aside a sufficient sum of money to purchase 25,000 shares of stock, for the purpose of selling them on easy terms to the employes of the firm. There were then 168,000 employes in the company. These were divided into six classes, the basis of division being the annual salaries received by the employes. The maximum amount of stock that a man could buy was determined by his class. For instance, a man in Class B, including all those who received salaries ranging from $10,000 to $20,000 a year, could subscribe for a number of shares covered by only 8 percent of his salary a man in Class E, whose salary ranged from $800 to $2,500, could subscribe 15 percent of his salary. Payments were made in monthly installments, three years being the limit set for their completion. If a man kept his shares of stock for five years after January, 1904, he received, besides the 7 percent dividend, an additional dividend of 5 percent. This was done to encourage the men to hold on to their shares. Twenty-seven thousand men subscribed for 40,000 shares of stock in January, 1903. More than half of them eventually dropped out, but there are today more than 10,000 employes who own stock of that issue.

Issues of stock were made in 1904 with the stock selling at $55 the share with 10,000 employes subscribing for 32,000 shares, in 1905 with stock selling at $87.50, with 8,500 employes subscribing for 18,000 shares; in 1906, stock selling at $100 a share, with 12,000 employes subscribing for 24,000 shares, and so on up to the present date.

On January 2 of this year the United States Steel Corporation again offered its stock for sale to its employes. Fifty thousand shares were set aside for this purpose. The men were again divided into classes fixed by their yearly income. A man making $600 or less could subscribe for one share of stock; a man making $4,000, five shares, and so on up to seventeen shares for a man making from $18,000 to $32,200. Payments are made in monthly installments deducted from the salary or wages of the employe. No installment can be less than $2 and no more than three years is allowed for the completion of the payments. Until the payment of the subscription has been completed, and dividends paid on the stock subscribed for are credited to the account of the subscriber as part of his payment. The additional 5 percent dividend given in the 1903 subscriptions also characterises this one.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and written.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 10.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

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Laughter That Made War Less Terrible

Mirth Was Never Lacking From The British Army, No Matter How Much It Suffered In France And Flanders

By Philip Gibbs
(*New York Times*)

I have written many words about the tragedies of war, not only in this series of articles, in which I have given without reservation the black reality of the evils suffered by our men, but all through my despatches from the front during the four years of war, when I never let the world imagine that modern warfare is a pleasant and romantic thing. Yet there is another side to the picture which must be written, because if that were left out the picture would be as false as if the horrors were left out. That side is the gayety of men, the cheerfulness of men, the laughter of men, in the ugly places where they dwelt in war and in their hours of peril.

To any man coming out to the front for the first time that was always astonishing. He expected to see the imprint of tragedy on the faces of the soldiers in the trenches. Instead he saw men grinning at some private joke of theirs, and heard, now and then, gusts of laughter coming out of their dugouts. This spirit was so general, such an established law, that we used to say:

"The further away from the front, the more gloom, the nearest to the line, the most optimism."

And that was absolutely true, in spite of the ghastly losses and frightful sights.

Keeping Up Their Courage

It was really a necessity of the minds of men. They knew, unconsciously, that laughter was the best medicine of fear, and that those who kept smiling kept their courage, so that the funny man of a company always had a responsive audience to his quips and pranks, and any slight excuse for mirth was seized upon for a roar of laughter.

The comradeship of boys—for our soldiers were mostly boys—helped this spirit along. They forgot the misery of yesterday, as boys forget, and did not think of the troubles of tomorrow. They made the most of today, and looked around for any jest which would raise a smile or a gust of mirth. Danger itself, unless it were too deadly and damnable, was a constant source of merriment to men of strong nerve, and I have often seen men laughing at the freakish tricks of shellfire, when some comrade or group of pals had to run like rabbits from shells that came bursting behind them.

I remember hearing such gusts of laughter go up from a little party of men working behind a ledge near the ruined village of Vermelles, and I was startled by their shouts of mirth when two five-point-nines nearly caught them as they ran toward an old French chateau which was the brigade headquarters. I had been invited to that headquarters to tea—and wished I had not been when I walked across the grass where sheep were browsing under a fleecy sky just as the enemy was searching for the chateau with several batteries of heavy guns. As I arrived there, three of our own gunners were killed in the back yard, and when I entered the chateau I found the headquarters staff assembled in the hall, while the Brigadier and a visiting General were seeking cover in the cellar. All of these young officers, about eight of them, knew that they were the target of the German guns and that it was just a question of luck and the skill of German gunners (who were very skillful) whether they would be blown to rags of flesh and bone in the next few minutes. They did not like the idea, but they hid their fear by a running fire of jokes.

The General's A. D. C., a boy of twenty, told some very funny stories about a little actress girl, and everybody laughed exceedingly, almost excessively, with just a moment or two of cold silence when there was a great crash close to the back door of the hall, followed by the collapse of some outhouses in the court yard. The "strafe" lasted half an hour, and the strain of it became long to bear, but the boy was not fried up in his flow of funny stories, although now and again there was a queer catch of breath in his laughter.

Betting On Life Or Death

In the trenches there was always some joke afoot, and the men invented many games and pranks to keep merry and bright, though the heavens should fall. One of their little ways of gambling was to bet on who should be hit first, and in a certain section of trenches, near La Bassee, a funny thing happened to a young private who had just come out with a new draft. The enemy began to bombard that part of the trench line heavily, and every now and then a Sergeant came to the dugout where the new private sat with a group of comrades.

"Is Private Smith all right?" shouted the Sergeant.

And the answer came up from the dugout:

"Yes, Sergeant, 'e's all right!"

When this had happened three times, Private Smith became rather emotional.

"That there Sergeant is a very kind man," he said in a meditative way, "'E seems to love me like a father!"

A roar of laughter greeted those words.

"You poor blithering fool," said the comrades of the young private. "The Sergeant has drawn you in a lottery! . . . 'E'd 'ave won seventeen and sixpence if you'd been 'it."

A Battle Fought To Order

One of the most remarkable battles on the front was fought by a battalion of Worcesters for the benefit of two English Members of Parliament. It was not a very big battle, but most dramatic while it lasted. The Colonel (who had a sense of humor) arranged it after a telephone message to his dugout, telling him that two politicians were about to visit his battalion in the line and asking him to show them something interesting.

"Interesting?" said the Colonel. "Do they think this blasted war is a peepshow for politicians? Do they want me to arrange a massacre to make a London holiday?" Then his voice changed, and he laughed. "Show them something interesting? Oh, all right, I daresay I can do that."

He did. When the two M. P.'s arrived, apparently at the front-line trenches, they were informed by the Colonel that much to his regret, for their sake, the enemy was just attacking and that his men were defending their position desperately.

"We hope for the best," he said, "and I think there is just a chance that you will escape with your lives if you stay here quite quietly."

"Great God!" said one of the M. P.'s, and the other was silent but pale.

Certainly there was all the noise of a big attack. The Worcesters were standing-to on the fire step, firing rifle grenades, and throwing bombs with terrific energy. Every now and then a man fell and the stretcher bearers pounced on him, tied him up in bandages, and carried him away to the field dressing station, whistling as they went "We won't go home till morning" in a most heroic way. . . . The battle lasted twenty minutes, at the end of which time the Colonel announced to his visitors:

"The attack is repulsed, and you, gentlemen, have nothing more to fear."

One of the M. P.'s was thrilled with excitement. "The valor of your men was marvelous!" he said. "What impressed me most was the cheerfulness of the wounded. They were actually grinning as they came down on the stretchers."

The Colonel grinned, too. In fact, he stifled a fit of laughing. "Funny devils," he said. "They are so glad to be going home."

The Members of Parliament went away enormously impressed, but they had not enjoyed themselves nearly as well as the Worcesters who had fought a sham battle, not in the front line trenches, but in the support trenches two miles back. They laughed for a week afterward.

They Laughed In Real Battles

In real battles, as well as in sham battles, there was laughter. I remember a merry group of Grigs with whom I spent a day beyond the ruins of Gommecourt, one of hell's gardens, in the Spring of 1917, when we were chasing the enemy back to the Hindenburg Line during his first big retreat on the British front. A young gunner officer guided me through the chaos of Gommecourt Park and was filled with laughing excitement at the work of his trench mortars, and especially at the work of Charlie Lowndes, the commanding officer of the 9.2 trench mortar battery. Every now and then he stopped before an enormous shell crater and said: "Do you see that hole? That was made by dear old Charlie. His 9.2 would blow a cathedral to bits in about twenty rounds. We gave the boche merry hell." He insisted that I should make the acquaintance of "Dear old Charlie," who at that very moment was preparing the greatest stunt of his life about three miles further on in an advanced outpost far in advance of the infantry. With his team of gunners, he had rushed up his big trench mortars to a little place called Pigeon Wood and was about to blow the enemy out of Kite Copse.

"Such a thing has never been done before," said the young officer. "Dear old Charlie will give the boches the surprise of their life. He's a wonder!"

We walked on three miles or more, with a few shells whistling about us, and we came to Pigeon Wood, where I met "Dear old Charlie" and his brother officers, who were laughing uproariously in a German dugout about fifty yards from the enemy's outposts.

"This is a great day!" said Charlie Lowndes. "The good kind Germans have left behind them about ten thousand bottles of sparkling soda water, and, better still, several bottles of most excellent brandy. We will have a big love feast before blowing them off the map over there at Kite Copse."

We drank German brandy and German soda water out of German mugs, and "Dear old Charlie" proposed a toast to the beauties of England, the damnation of the Kaiser, and the health of his nine point two's. He was a man of infinite wit, stimulated by brandy and water, which we drank not wisely but too well, standing on the edge of Pigeon Wood and wiping Kite Copse off the map. Every time a 9.2 trench mortar sent a monstrous shell crashing into the little wood over the way, all the gunner officers shouted with laughter.

"We're about two miles ahead of the infantry," said Charlie Lowndes. "We're fighting a battle in our own way. The situation is full of humor!"

I hated to leave that merry group of lads, and when I walked back on the way to Gommecourt Park, I hated to see, as I kept looking back, that the German guns had found out Pigeon Wood and were "straffing" it unmercifully. I never met "Dear old Charlie" again, nor any of his brother officers, but I shall always remember their laughter on that day.

Even The Wounded Jested

They were incorrigible jesters those boys of ours who died in such great numbers. Even when they lay wounded and in agony some of them had courage to joke. "What fun the kids will have with my wooden peg," said a fellow who lay in the "butcher shop" at Corbie after an operation which had taken his right leg off to the hip bone.

When I was sick of trench fever for a time in a military hospital at Amiens the ward was full of young officers who had passed through the "blood bath of the Somme." Some of them hated to sleep because of their dreams and implored the little New Zealand night nurse to wake them up when they dozed off. We were bombed three times in one week, and it was not pleasant to men shaken in nerves by all they had been through. But that did not prevent them from falling in love, in a playful way, with the little night nurse, so that one boy, who looked a mere child in his pajamas, spent his time writing poems to her, which he read out, to the mirthful joy of the ward. They played all kinds of pranks, which reached their limit when one of the officers borrowed the costume of the chief matron and

(Continued on Page 19)

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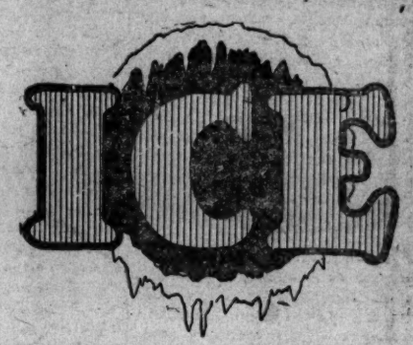

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Laughter That Made War Less Terrible

(Continued from Page 18)

came on a visit of inspection to each bed, mimicking her starchy ways to perfection, so that we laughed exceedingly. The boy poet was killed a few months later, poor child, and what happened to the others I do not know, but guess, knowing the law of averages in modern warfare.

There were professional laughter makers at the front, and they were worth an army corps to the spirit of the army. They were the theatrical companies attached to each division, entirely composed of soldiers who had dramatic talent, and who in time of battle acted as stretcher bearers or transport drivers, or in time of dire need as riflemen, but otherwise were kept out of the line. They set up their stages in the ruins behind the trenches, and advertised their performances by signboards bearing the names of "The Follies" or "The Freaks" or "The Very Lights" or "The Brass Hats," or whatever they might be. They were amazingly talented, and there was always some well-shaped young fellow among them who could make up perfectly as a saucy girl, with all the tricks and oglings of the music hall siren, and with neat ankles for a skirt dance. The leading funny man was always a droll fellow, who could get a mountain of mirth out of army life in war time with a casual reference to the Sergeants who "pinched" the rum rations, and to the heraldic arms of "two Sergeant Majors rampant on a field of as-you-were."

Shows At The Front

It was interesting to watch the effect of these entertainments on the fighting men just back from a spell in the trenches, or from a battle in which the casualties had not been light. Sometimes for a quarter of an hour or so the men sat in a dazed way without any response to the jokes. Then presently there was a guffaw from the back, and the brooding look left men's eyes and they brightened up, until presently there were roars of laughter. It was the best cure for men suffering from the horrors of war.

Generally these entertainments were given in tents, but now and again the strolling players found a theater not too damaged. There was one in Arras, and in spite of the ruins of that old city, which was under shellfire for nearly four years, the Theater Royal had only two holes through its roof. During the battles of Arras in April and May of 1917, when high velocities were still coming into the city and smashing into the houses, there were many variety shows given in this theater, and it seemed to us a wonderful thing to sit on plush-covered chairs, rather tattered, but very grand, and to walk up stairs to real boxes. To give additional grandeur to one gala night of "The Jocks," the presence of ladies was earnestly desired. It was not easy to find the fair sex so close to the battle lines, but in Arras there were many women who had lived in the deep-vaulted cellars behind the city all through the war. Some of them were invited, and having donned their best black gowns, sat like dowager duchesses in the royal box, to the huge delight of the soldiers.

Some of the jokes were not quite adapted to royal ladies, but their knowledge of English was limited and their presence stimulated roars of laughter, ringing in gusts and storms. Seeing the mass of men below the stage, an officer whispered to me: "It's a bit risky. There would be a nasty mess if a shell came through the roof."

But the men themselves did not seem to think of that, and whether they thought of it or not they enjoyed two hours of glorious mirth and risked the chance of death.

All these men kept their sense of humor unless they lost their nerve. Even in the heat of battle they had a spirit of irony.

"Mercy, mercy, Kamerad!" cried a German with his hands up in surrender.

"Not so much of that 'mercy, Kamerad,'" said a cockney soldier. "Hand us over your blinkin' ticker." And he took the German's watch as a souvenir.

"Can you speak English?" asked a Sergeant outside a dugout in a newly captured trench to a German "unteroffizier" who had just surrendered.

"Nein nein!" said the German.

"Well you've got to learn bally quick," said our Sergeant.

"Go down and tell your pals to come up 'toute suite,' or something will happen to them—something nasty."

The German "unteroffizier" learned English from the look in the Sergeant's eyes, and after he had shouted down the entrance of the dugout, a big batch of men came up and surrendered.

The Bantam Division

Some of the funniest scenes at the front were caused by a division called "the Bantams." They were little men under five feet one inch high, who had been rejected by the recruiting agents because of their size, but had volunteered for service, and had been formed in a division. Most of them were about four feet and a half, and it was a comical sight to see one of them strutting up and down, with a bayonet high above his head, doing "sentry-go" outside his headquarters.

In the middle of a battle on the Somme, there were shouts of laughter rising to a prolonged roar when a battalion of the Bantams were seen coming back as escort of German prisoners, who happened to be the Prussian Guards—tall men over six feet high, who looked like giants in the hands of pigmies, and much disgusted at being led back by those little men, who threw out their chests and shouldered their rifles with an air of immense importance.

One story about a bantam soldier went the rounds of the trenches and caused great mirth, though it was a grim subject. A bantam died in his billet and was "laid out" by an old Belgian woman on the bed upstairs. A pal of his came to visit him and before he went upstairs to see poor Bill the old woman with some gravity asked him to be sure to shut the door when he came out. "Fermez-la-porte," she said, with a wagging forefinger. When the man came down stairs after his farewell, the old woman asked him, "Did you shut the door?" "What's all this about fermez-la-porte?" said the man. The old woman leaned forward, and whispered to him: "The door must be shut, monsieur. The cat did take your friend out on the landing three times already!"

That story is good but untrue. But any story was good enough if it made men laugh in a life where laughter was the best cure for a sick headache, and for men who in spite of cheerfulness had to fight always against the devils of despair and the horrors around them. Many of their jokes were grim and frightful, mocking at death and the ways of death, but in their hearts always they kept the spirit of boyhood and the love of laughter, by which at last they helped to win the war.

Towers Tells Of Flight; Lost Hope, But 'Carried On'

Crew Of NC-3 Fought Rains, Winds And Clouds After Lighting Plant Failed Then Battled The Heavy Seas On Chocolate And Water

Ponta Delgada, May 20.—(By the Associated Press).—"Exceptionally bad weather, which was totally unexpected, was the sole reason for the failure of all three of the American navy's sea-planes to fly from Trepassey, N. F., to Ponta Delgada on schedule time," said Commander John H. Towers to the correspondent of The Associated Press tonight.

"Individually," said Commander Towers, "the members of the crew of the NC-3 virtually gave up hope of being rescued Saturday night, but collectively they showed no signs of fear and 'carried on' until they arrived in port here.

"Having run short of fuel and encountered a heavy fog, the NC-3 came down at 1 o'clock Saturday afternoon in order that we might obtain our bearings. The 'plane was damaged as it reached the water and was unable to rise. While we were drifting the 205 miles in the heavy storm, the high seas washed over or pounded the 'plane, and the boat began to leak. So fast did the water enter the boat that the members of the crew took turns in bailing the hull with a small hand pump, while others stood on the wings in order to keep the 'plane in balance. Meanwhile we were steering landward.

"That our radio was out of commission was not known to the crew until our arrival here. Communication had been cut off since 9 o'clock Monday morning, owing to our having lost our ground wire.

"We ate chocolate and drank water from our radiator. This was our only means of subsistence. The crew smoked heavily in order to keep awake while we were drifting. No one of us obtained more than four hours of sleep after leaving Trepassey until Ponta Delgada was reached.

"The NC-3 encountered heavy clouds at 1 o'clock Saturday morning. The light instruments on board failed, and we sailed the 'plane above the clouds in order to get the benefit of a moonlight reading of the instruments.

"We kept in sight of the NC-4 until nearly daylight Saturday, and with the NC-1 until shortly after daylight. All the 'planes were flying in formation, but the NC-1 and NC-4 were underneath the clouds part of the time, because their light instruments were good.

"The NC-3 had no difficulty in being guided by star shells, searchlights and smoke from the station ships until we reached Station 14, which was not seen.

Fights Fog, Rain And Winds

"I assumed that we were off our course, but did not know on which side and began flying a parallel course in what I thought was the direction of Corvo. Shortly after daylight we encountered a heavy fog, rain squalls and high winds, all of which continued until the NC-4 went down upon the water.

"Our radio kept us sending messages, assuming that the torpedoboat destroyers were picking them up. We did not know the radio was useless, and that the destroyers had not been receiving the messages.

"All the crews thought the sea would moderate, but the 'plane was so badly damaged in the high billows that we were unable to rise again. We were sixty miles southwest of Pico when we alighted.

Storm For Forty-eight Hours

"The clearing of the weather proved only temporary, for later a storm came up and continued for forty-eight hours. With both lower wings wrecked, the pontoons lost and the hull leaking and the tail of the machine damaged, the plane was tossed about like a cork.

"In order to conserve the remaining 170 gallons of fuel we decided to 'sail' landward, hoping to sight a destroyer on the way. But we did not pass a single ship until we reached Ponta Delgada. Off the port we declined proffered aid by the destroyer Harding, which had been sent out to meet us, and taxied into port under our own power.

"During the two days vigil of seeking land or rescue ships we fired all our distress signals, none of which apparently was seen.

"Without informing the crew of the fear I had we would be lost, I packed our log in a waterproof cover, tied it to a life belt and was prepared to cast it adrift when the NC-3 sank.

"The nervous strain was terrible while we were drifting, and the men smoked incessantly. This was the only thing that kept them awake.

"I believe a transatlantic flight is practicable without a stop with 'planes a little larger than the NC type. The engines of all three of the 'planes worked perfectly and could have run 6,000 miles more if there had been sufficient fuel on board.

"Wire trouble in the instrument board was the mechanical defect experienced by the NC-3."

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Full Text Of Wilson's Message To New Congress

President Outlines Task Of Reconstruction Ahead For First Session Of After-War Legislative Body

Gentlemen of the Congress: I deeply regret my inability to be present at the opening of the extraordinary session of the Congress. It still seems to be my duty to take part in the councils of the peace conference and contribute what I can to the solution of the innumerable questions to whose settlement it has had to address itself. For they are questions which affect the peace of the whole world, and from them, therefore, the United States cannot stand apart.

I deemed it my duty to call the Congress together at this time because it was not wise to postpone longer the provisions which must be made for the support of the Government. Many of the appropriations which are absolutely necessary for the maintenance of the government and the fulfilment of its varied obligations for the fiscal years 1919-1920 have not yet been made; the end of the present fiscal year is at hand; and action upon these appropriations can no longer be prudently delayed. It is necessary, therefore, that I should immediately call your attention to this critical need. It is hardly necessary for me to urge that it may receive your prompt attention.

I shall take the liberty of addressing you on my return on the subjects which have most engrossed our attention and the attention of the world during these last anxious months, since the armistice of last November was signed, the international settlements which must form the subject matter of the present treaties of peace and of our national action in the immediate future. It would be premature to discuss them or to express a judgment about them before they are brought to their complete formulation by the agreements which are now being sought at the table of the conference. I shall hope to lay them before you in their many aspects so soon as arrangements have been reached.

I hesitate to venture any opinion or press any recommendation with regard to domestic legislation while absent from the United States, and out of daily touch with intimate sources of information and counsel. I am conscious that I need, after so long an absence from Washington, to seek the advice of those who have remained in constant contact with domestic problems, and who have known them close at hand from day to day; and I trust that it will very soon be possible for me to do so.

But there are several questions pressing for consideration to which I feel that I may and indeed must even now direct your attention, if only in general terms. In speaking of them I shall, I dare say, be doing little more than speak your own thoughts. I hope that I shall speak your own judgment, also.

Labor Question Stands In Front Of All Others

The question which stands at the front of all others in every country amid the present great awakening is the question of labor; and perhaps I can speak of it with as great advantage while engrossed in the consideration of interests which affect all countries alike as I could at home and amid the interests which naturally most affect my thought, because they are the interests of our own people.

By the questions of labor I do not mean the question of efficient industrial production, the question of how labor is to be obtained and made effective in the great process of sustaining populations and winning success amid commercial and industrial rivalries. I mean that much greater and more vital question, how are the men and women who do the daily labor of the world to obtain progressive improvement in the conditions of their labor, to be made happier and to be served better by the communities and the industries which their labor sustains and advances? How are they to be given their right advantage as citizens and human beings?

'We Have Gone Too Far In Our Present Direction'

We cannot go any further in our present direction. We have already gone too far. We cannot live our right life as a nation or achieve our proper success as an industrial community if capital and labor are to continue to be antagonistic instead of being partners; if they are to continue to distrust one another and contrive how they can get the better of one another, or what perhaps amounts to the same thing, calculate by what form and degree of coercion they can manage to extort, on the one hand, work enough to make enterprise profitable; on the other, justice and fair treatment enough to make life tolerable.

That bad road has turned out a blind alley. It is no thoroughfare to real prosperity. We must find another, leading in another direction, and to a very different destination. It must lead not merely to accommodation, but also to a genuine co-operation and partnership based upon a real community of interest and participation in control.

There now is, in fact, a real community of interest between capital and labor, but it never has been made evident in action. It can be made operative and manifest only in a new organisation of industry. The genius of our business men and the sound practical sense of our workers certainly can work such a partnership out when once they realise exactly what it is that they seek and sincerely adopt a common purpose with regard to it.

Labor legislation lies, of course, chiefly with the states; but the new spirit and method of organisation which must be effected are not to be brought about by legislation so much as by the common counsel and voluntary co-operation of capitalist, manager and workman.

Legislation can go only a very little way in commanding what shall be done. The organisation of industry is a matter of corporate and individual initiative and of practical business arrangement. Those who really desire a new relationship between capital and labor readily can find a way to bring it about, and perhaps Federal legislation can help more than state legislation could.

Genuine Democratisation Of Industry Is Urged

The object of all reform in this essential matter must be the genuine democratisation of industry, based upon a full recognition of the right of those who work, in whatever rank, to participate in some organic way in every decision which directly affects their welfare or the part they are to play in industry.

Some positive legislation is practicable. The Congress already has shown the way to one reform which should be world-wide by establishing the eight-hour day as the standard day in every field of labor over which it can exercise control.

It has sought to find the way to prevent child labor, and will, I hope and believe, presently find it.

It has served the whole country by leading the way in developing the means of preserving and safeguarding life and health in dangerous industries.

It now can help in the difficult task of giving a new form and spirit to industrial organisation by co-ordinating the several agencies of conciliation and adjustment which have been brought into existence by the difficulties and mistaken policies of the present management of industry, and by setting up and developing new Federal agencies of advice and information which may serve as a cleaning house for the best experiments, and the best thought on this great matter, upon which every thinking man must be aware that the future development of society directly depends.

Agencies of international counsel and suggestion are presently to be created in connection with the league of nations in this very field; but it is national action and the enlightened policy of individuals, corporations and societies within each nation that must bring about the actual reforms. The members of the committees on labor in the two houses hardly will need suggestions from me as to what means they shall seek to make the Federal Government the agent of the whole nation in pointing out and, if need be, guiding the process of re-organisation and reform.

Returning Soldiers Must Receive Our Best Aid

I am sure that it is not necessary for me to remind you that there is one immediate and very practical question of labor that we should meet in the most liberal spirit. We must see to it that our returning soldiers are assisted in every practicable way to find the places for which they are fitted in the daily work of the country.

This can be done by developing and maintaining upon an adequate scale the admirable organisation created by the Department of Labor for placing men seeking work, and it also can be done, in at least one very great field, by creating new opportunities for individual enterprise.

The Secretary of the Interior has pointed out the way by which returning soldiers may be helped to find and take up land in the hitherto undeveloped regions of the country which the Federal government has already prepared or can readily prepare for cultivation, and also on many of the cutover or neglected areas which lie within the limits of the older states, and I once more take the liberty of recommending very urgently that his plans shall receive the immediate and substantial support of the Congress.

Stimulating Conditions Await Our Commerce

Peculiar and very stimulating conditions await our commerce and industrial enterprise in the immediate future. Unusual opportunities will presently present themselves to our merchants and producers in foreign markets and large fields for profitable investment will be opened to our free capital.

But it is not only of that that I am thinking; it is not chiefly of that that I am thinking. Many great industries prostrated by the war wait to be rehabilitated in many parts of the world, where what will be lacking is not brains or willing hands of organising capacity or experienced skill, but machinery and raw materials and capital.

I believe that our business men, our merchants, our manufacturers and our capitalists will have the vision to see that prosperity in one part of the world ministers to prosperity everywhere; that there is in a very true sense a solidarity of interest throughout the world of enterprise and that our dealings with the countries that have need of our products and our money will teach them to deem us more than ever friends whose necessities we seek in the right way to serve.

Our Merchant Ships Will Be Helpful Rivals

Our new merchant ship, which have in some quarters been feared as destructive rivals may prove helpful rivals rather, and common servants, very much needed and very welcome. Our great shipyards, new and old, will be so opened to the use of the world that they will prove immensely serviceable to every maritime people in restoring much more rapidly than would otherwise have been possible the tonnage wantonly destroyed in the war.

I have only to suggest that there are many points at which we can facilitate American enterprise in foreign trade by opportune legislation and make it easy for American merchants to go where they will be welcomed as friends rather than as dreaded antagonists. America has a great and honorable service to perform in bringing the commercial and industrial undertakings of the world back to their old scope and swing again, and putting a solid structure of credit under them. All our legislation should be friendly to such plans and purposes.

And credit and enterprise alike will be quickened by timely and helpful legislation with regard to taxation. I hope that the Congress will find it possible to undertake an early reconsideration of Federal taxes in order to make our system of taxation more simple and easy of administration and the taxes themselves as little burdensome as they can be made and yet suffice to support the government and meet all its obligations. The figures to which those obligations have risen are very great indeed, but they are not so great as to make it difficult for the nation to meet them, and meet them, perhaps, in a single generation by taxes which will neither crush nor discourage. These are not so great as they seem, not so great as the immense sums we have had to borrow, added to the immense sums we have had to raise by taxation, would seem to indicate, for a very large proportion of those sums were raised in order that they might be loaned to the government with which we were associated in the war, and those loans will, of course, constitute assets, not liabilities, and will not have to be taken care of by our taxpayers.

The main thing we shall have to care for is that our taxation shall rest as lightly as possible on the productive resources of the country, that its rates shall be stable, and that it shall be constant in its revenue yielding power. We have found the main sources from which it must be drawn.

I take it for granted that its mainstays will henceforth be the income tax, the express-profits tax, and the estate tax. All those can so be adjusted to yield constant and adequate returns, and yet not constitute a too grievous burden on the taxpayer. A revision of the income tax has already been provided for by the act of 1918, but I think you will find that further changes can be made to advantage both in the rates of the tax and in the method of its collection.

The excess-profits tax need not long be maintained at the rates which were necessary while the enormous expenses of the war had to be borne, but it should be made the basis of a permanent system which will reach undue profits without discouraging the enterprise and activity of our business men. The tax on inheritances ought, no doubt, to be recon-

(Continued on Page 21)

THE NERVES AND SUCCESS

Nervousness is the greatest obstacle to success, and it is an enemy of happiness and health. Victims of "nerves" are handicapped, even though in other respects competent, for they lack energy, confidence, coolness, courage and health.

Nervousness is a sign that the nerves are weak and not receiving sufficient nourishment from the blood. The blood is at fault, and if you look at the color of your face, lips and gums you will see you are anaemic as well as nervous.

Healthy blood carries a constant supply of nourishment to the nervous network, feeding the nerves, keeping them toned up and repairing "wear and tear."

The tonic treatment with Dr. Williams' pink pills makes new blood, and new blood is a necessity if nerve troubles are to be overcome. Dr. Williams' pink pills supply the nerves through the blood, with the vital elements on which they thrive, and a short course will prove what an invaluable tonic they are in neuralgia, nervous exhaustion, or neurasthenia, St. Vitus' dance and other disorders arising from weak nerves.

They are obtainable from dealers everywhere, also at $1.50 the bottle, $8.00 for six, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. Start a course and begin to recover nervous force now. You can obtain a free copy of a useful booklet, "The Nerves and Their Needs," by sending a postcard to the above address.

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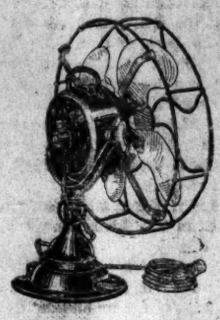

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(8)

Full Text Of Wilson's Message To New Congress

(Continued from Page 20)

sidered in its relation to the fiscal systems of the several states, but it certainly ought to remain a permanent part of the fiscal system of the Federal government also.

Many Minor Taxes Called Unjustifiable

Many of the minor taxes provided for in the revenue legislation of 1917 and 1918, though no doubt made necessary by the pressing necessities of the war time, can hardly find sufficient justification under the easier circumstances of peace, and can now happily be got rid of. Among these, I hope you will agree, are the excises upon various manufacturers and the taxes upon retail sales. They are unequal in the incidence on different industries and on different individuals. Their collection is difficult and expensive. Those which are levied upon articles sold at retail are largely evaded by the readjustment of retail prices.

On the other hand, I should assume that it is expedient to maintain a considerable range of indirect taxes, and the fact that alcoholic liquors will presently no longer afford a source of revenue by taxation makes it the more necessary that the field should be carefully restudied in order that equivalent sources or revenue may be found which it will be legitimate, and not burdensome, to draw upon. But you have at hand in the Treasury Department many experts who can advise you upon the matters much better than I can. I can only suggest the lines of a permanent and workable system and the placing of the taxes where they will least hamper the life of the people.

There is, fortunately, no occasion for undertaking in the immediate future any general revision of our system of import duties. No serious danger of foreign competition now threatens American industries. Our country has emerged from the war less disturbed and less weakened than any of the European countries which are our competitors in manufacture. Their industrial establishments have been subjected to greater strain than ours, their labor force to a more serious disorganisation, and this is clearly not the time to seek an organised advantage.

The work of mere reconstruction will, I am afraid, tax the capacity and the resources of their people for years to come. So far from there being any danger or need of accentuated foreign competition, it is likely that the conditions of the next few years will greatly facilitate the marketing of American manufactures abroad. Least of all should we depart from the policy adopted in the tariff act of 1913 of permitting the free entry into the United States of the raw materials needed to supplement and enrich our own abundant supplies.

Some Tariff Changes Considered Necessary

Nevertheless, there are parts of our traffic system which need prompt attention. The experiences of the war have made it plain that in some cases too great reliance on foreign supply is dangerous, and that in determining certain parts of our tariff policy domestic considerations must be borne in mind which are political as well as economic.

Among the industries to which special consideration should be given is that of the manufacture of dyestuffs and related chemicals. Our complete dependence upon German supplies before the war made the interruption of trade a cause of exceptional economic disturbance. The close relation between the manufacture of dyestuffs, on the one hand, and of explosives and poisonous gases on the other, moreover, has given the industry an exceptional significance and value.

gladly and unhesitatingly join in the program of international disarmament, it will, nevertheless, be a policy of obvious prudence to make certain of the successful maintenance of many strong and well equipped chemical plants. German chemical industry, with which we will be brought into competition, was and may be again a thoroughly knit monopoly capable of exercising a competition of a peculiarly insidious and danerous kind.

Protection Against Unfair Competition

The United States should, moreover, have the means of properly protecting itself whenever our trade is discriminated against by foreign nations, in order that we may be assured of that equality of treatment which we hope to accord and to promote the world over. Our tariff laws as they now stand provide no weapon of retaliation in case other governments should enact legislation unequal in its bearing on our products as compared with the products of other countries. Though we are as far as possible from desiring to enter upon any course of retaliation, we must frankly face the fact that hostile legislation by other nations is not beyond the range of possibility, and that it may have to be met by counter legislation. This subject has fortunately been exhaustively investigated by the United States Tariff Commission.

A recent report of that commission has shown very clearly what we lack, and that we ought to have the instruments necessary for the assurance of equal and equitable treatment. The attention of the Congress has been called to this matter on past occasions and the past measures which are now recommended by the Tariff Commission are substantially the same that have been suggested by previous administrations. I recommend that this phase of the tariff question receive the early attention of the Congress.

Woman Suffrage Act Must Be Passed

Will you not permit me, turning from these matters, to speak once more, and very earnestly, of the proposed amendment to the Constitution which would extend the suffrage to women, and which passed the House of Representatives at the last session of the Congress? It seems to me that every consideration of justice and of public advantage calls for the immediate adoption of that amendment and its submission forthwith to the Legislatures of the several states. Throughout all the world this long delayed extension of the suffrage is looked for; in the United States, longer, I believe, than anywhere else, the necessity for it, and the immense advantage of it to the national life, has been urged and debated by women and men who saw the need for it, and urged the policy of it when it required steadfast courage to be so much before hand with the common conviction; and I, for one, covet for our country the distinction of being among the first to act in a great reform.

Return Of Wire And Rail Lines

The telegraph and telephone lines will, of course, be returned to their owners as soon as the retransfer can be effected without administrative confusion; so soon, that is, as the change can be made with least possible inconvenience to the public and to the owners themselves.

The railroads will be handed over to their owners at the end of the calendar year; if I were in immediate contact with the administrative questions which must govern the retransfer of the telegraph and telephone lines I could name the exact date for their return, also.

Until I am in direct contact with the practical questions involved, I can only suggest that in the case of the telegraphs and telephones, as in the case of the railways, it is clearly desirable in the public interest that some legislation should be considered which may tend to make of these indispensable instrumentalities of our modern life uniform and co-ordinated system, which will afford those who use them as complete and certain means of communication with all parts of the country as has so long been afforded by the postal system of the government, and at rates as uniform and intelligible. Expert advice is, of course, available in this very practical matter, and the public interest is manifest.

Neither the telegraph nor the telephone service of the country can be said to be in any sense a national system. There are many confusions and inconsistencies of rates. The scientific means by which communication by such instrumentalities could be rendered more thorough and satisfactory has not been made full use of. An exhaustive study of the whole question of electrical communication and of the means by which the central authority of the nation can be used to unify and improve it, if undertaken, by the appropriate committees of the Congress, would certainly result indirectly, even if not directly, in a great public benefit.

The demobilisation of the military forces of the country has progressed to such a point that it seems to me entirely safe now to remove the ban upon the manufacture and sale of wines and beers, but I am advised that without further legislation I have not the legal authority to remove the present restrictions. I therefore recommend that the act approved November 21, 1918, entitled "An act to enable the Secretary of Agriculture to carry out, during the fiscal year ending June 30, 1919, the purpose of the act entitled "An act to provide further for the national security and defense by stimulating agriculture and facilitating the distribution of agricultural products, and for other purposes," be amended or repealed in so far as it applies to wines and beers.

I sincerely trust that I shall very soon be at my post in Washington again to report upon the matters which made my presence at the peace table apparently imperative, and to put myself at the service of the Congress in every matter of administration or counsel that may seem to demand executive action or advice.

Share Market

Messrs. J. P. Bisset and Co.'s share report for week ending June 19 says:

Business has been fairly brisk on the exchange during the past week, interest being chiefly centered in Cottons, Docks, and New Engineerings. Amongst Cottons, the following show improved rates: Yangtsepoo Cottons from Tls. 12½ to Tls. 13.85. Ewos Tls. 270 to Tls. 277½. Kungyiks Tls. 32 sellers to Tls. 34 buyers. Laou Kung Mows Tls. 180 to Tls. 187½. Orientals Tls. 87 to Tls. 88. The Cotton share market continues to exhibit an upward tendency and practically all shares close firm at current rates. There is a good demand for Shanghai Docks which are wanted at Tls. 135. New Engineerings are wanted at Tls. 25, an advance of 1 tael over last week's closing rate. Rubbers are neglected.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending June 20:

White Silk.—The market rules quiet but firm, the high exchange and advance in tael price requires a considerable adjustment of ideas on consuming markets.

Skeins.—Motsan Gold Double Cock, 1, 2, 3, 4, and Gold Peacock, 1, 2, 3, 4, Tls. 475, No. 1.

Tsatlee Filatures.—Kung Kee Mars. 1, Tls. 547½ (old).

Steam Filatures.—There has been a small business doing, prices show some Tls. 50 advance this month.

LONDON COTTON MARKET

Reuter's Service

London, June 12.—Today's Cotton prices were as follows:

Good Middling American

Spot	19.38d.
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Business and Official Notices

(Continued from Page 20)

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
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Council Room,
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NOTICE IS HEREBY GIVEN pursuant to section 187 (2) of the Companies Ordinances 1911 that a General Meeting of the Members of the Company will be held at the Offices of the Liquidators, No. 10 Canton Road, on Monday, the 23rd day of June, 1919, at 4 p.m. for the purposes provided for in the said section.

F. N. MATTHEWS, F.C.A.
Liquidator.
Shanghai, 11th June, 1919.
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Piece Goods And Yarn

In their report for week ending June 20, Messrs. Ilbert and Co. write as follows:

Piece Goods

Our weekly auctions have been restarted and the high prices which were paid show that almost all goods are sadly needed throughout the country. Clearances continue very satisfactory for both piece goods and yarns.

Manchester rates continue to soar for almost all goods and belated telegrams all point to a further rise in prices. Reuter's telegram of the 6th instant quotes Hornby's 8¼ lbs. at 25/6 and Calvert's 10 lbs. at 34/-.

Grey Shirtings Generally.—With the cessation of the local agitations our market has quickly recovered its normal state and any existing stocks find ready buyers at steadily advancing prices. Auction values firm all round. Details of sales reported are as follows:

7-lbs.—Blue Bell at Tls. 3.80 and Soldier at Tls. 3.80.

8¼-lbs.—Eight Green Horses at Tls. 5.45, Nine Gold Peaches at Tls. 5.15, Blue and Gold Globe at Tls. 515, Blue Elephant at Tls. 5.05, Two Staghead at Tls. 4.90 and Two Horses at Tls. 4.90.

9-11-lbs.—In 10 lbs. Staghead at Tls. 9.00.

White Shirtings.—There is a good demand from the River Ports and prices at the local auctions showed an average advance of five mace per piece. The undermentioned sales have been brought to our notice:

Gold Nine Tai at Tls. 11.25, Two Dragons No. 600 at Tls. 11.00, No. 500 at Tls. 10.55, No. 400 at Tls. 10.00, Good Luck at Tls. 10.15, Three Horse Heads at Tls. 10.25 and Blue Stag at Tls. 9.63.

Dyed and Fancy Cottons.—Our market is strong and at the auctions Fast Blacks appreciated on the average one tael per piece and Venetians three to four candareens per yard.

Local Drills.—We have only one sale to record in Three Fish Chop at Tls. 6.50.

Cotton.—Our local staple has been fairly steady with an improving tendency during the last few days. Quotations being: Tungchow at Tls. 30.50 to Tls. 32.00, Taichong at Tls. 30.00 to Tls. 30.50, Ordinary Shanghai at Tls. 29.00 to Tls. 29.50, Shensi No. 1 at Tls. 33.00, and Ordinary Hankow grades at Tls. 28.50.

Liverpool quotations are quoted by Reuter from London on the 10th instant as follows: Good Middling American at 19.89d., Egyptian Sakellaridis at 27.09d. and M. G. Bengals at 14.95d. per lb.

Local Yarns.—For "spot" yarn almost any prices are being paid and dealers are reaping handsome profits on their earlier purchases, quotations for local 20's being between Tls. 200.00 and Tls. 210.00 for hard cargo. We hear of no fresh sales by the local mills as dealers are "shy" of the extended delivery now required. A sale by the two native mills at Tungchow and Tsungming is reported in 10,000 bales of heavy 12's One Joss Chop at the equivalent of Tls. 168.00 for delivery August/September/October.

Indian Yarn.—Market strong at higher prices. Details of sales as follows:

No. 12's 100 bales Currimbhoy at Tls. 170.00, 75 bales Moon at Tls. 164.50, 75 bales China Mill at Tls. 164.00.

Japanese Yarn.—No sales are reported.

BANK OF ENGLAND

Reuter's Service

London, June 12.—The Bank of Engand's rate of discount is 5 percent and the proportion of reserve to liabilities is 18 percent.

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The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bank.k	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.: Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun (Kwanchendze)	Hankow	O/Amur
	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Manchouli	Tientsin
(Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin, Rotterdam.
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中華滙業銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Deputy Managing Director:
SUN TAO SAN

Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. ZAI, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Spurabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Foochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,832,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Passengers Departed

Per K.M.A. s.s. Durrumbeat for Chinwangtao: Mr. and Mrs. Tewsbury and child, Mrs. Sleep and 2 children, Mrs. Whitefield.

Per N.Y.K. s.s. Sado M. for Kobe: Mr. and Mrs. H. F. Newhard, Messrs. Knight, B. S. Barbash, F. Tanaka, Troubrikoff.

Per P.M. s.s. Venezuela for San Francisco: Mrs. W. J. Shimonaeff and 3 children, Mrs. J. S. Mcarther and 2 children, Mrs. A. R. Bradle, Mrs. E.S. Biddle, Mr. and Mrs. Wm. Morris, Miss C.B. Smith, Mrs. O. Gardner, Mr. C.L. Benzeman and 3 children, Miss B.R. Smfith andc ild, Miss G.J. Heath, Mrs. A.W. Howe, Mrs. A. R. Hager and 2 children, Messrs. J. A. H. Jackson, J.J. Parker, F. P. Hamp, W. D. McArthur.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Financial And Commercial News

Cotton Market

In their report for week ending June 21, Messrs. J. Spunt and Co. write as follows:

China Cotton.—As predicted in our last issue the extraordinary conditions, prevailing at that time having disappeared and a more normal feeling having resumed its sway in the local trading, our market immediately responded by evincing an eagerness all around for absorption of offerings as they came forward, which naturaly stimulated a firmness culminating at the close in a rise of from Tl. 1.00 to Tls. 1½ with a tendency upwards.

The continued strength of the yarn market proving, with but few exceptions, an important factor in bearing on the prices of raw cotton, coupled with the latest estimated low crop expected in Mid American prompt the formulation of an outlook, for the time being, of a higher level of prices obtaining in the near future. Tone of the market, firm.

Messrs. A. B. Rosenfeld and Son write as follows in their weekly market report:

China Cotton.—During the past week there has been no decided change in the fundamental conditions of the market and fluctuations were due principaly to speculative causes. The easy tendency of prices which prevailed during the previous week in keeping with the heavy drop in Mid Americans, resulted in an oversold condition, and a sharp recovery took place in sympathy with the rise on the New York market. On account of covering by the scattered short interest the advance brought in a fair amount of local mills and outside demand, but it was noticed that the biggest shorts did not figure prominently among the buyers.

As to the crop outlook, although our reports from the whole of the cotton belt with the exception of Shensi and Honan do not confirm that any real damage has been done by the cold wave and rain, the general opinion is held by our correspondents that the weather we have been experiencing in the Kiangsu and Chekiang Provinces and part of the Valley to date has caused no re l damage, nevertheless what is required from now is hot, dry, sunshiny weather. In Shensi the prolonged hot wave will work havoc with the cotton plant in its present weak and backward condition, and rain at this juncture is therefore greatly desired. In Honan, the outlook for cotton is not good owing to heavy rains and floods. A good deal of cotton land has been abandoned on account of overflows. Shangtung and Chihli Provinces the outlook is all that could be desired.

Returning to the immediate future, the next event of importance within the next few days will be the Peace news from Europe. The course of the market will continue to be governed chiefly by the results at the Conference, coupled with the progress of the world crops from now on until maturation.

Tone of the market, firm.

Exchange and Bullion

Shanghai, June 21, 1919.

Money And Bullion

Sovereigns: buying rate

@ 5/4½ = Tls. 3.72

@ exch. 74.7 = Mex. $4.98

Gold Dollars: Bank buying rate

@ 124½ = Tls. 80.48

@ exch. 74.7 = Mex. $107.74

Mex Dollars: Market Rate 74.425

S'hai Gold Bars: 978 touch Tls. 215

Copper Cash ..... per tael 1825

Native Interest ..... Tls. .05

Latest London Quotations

Bar Silver ..... 54⅜d.

Bank Rate of Discount 5%

Ex., Paris on London .. Fr. 30.15

Ex., New York on London T.T. G. 4.61⅞

Exchange Closing Quotations

London	T.T.	5/4½
London	Demand	5/4⅝
India	Nom. T.T.	307
Paris	Nom. T.T.	806
Paris	Nom. Demand	809
New York	T.T.	124
New York	Demand	124½
Hongkong	T.T.	66½
Japan	T.T.	40⅞
Batavia	T.T.	315⅝
Singapore	T.T.	43⅜

Banks Buying Rates

Lonon	Demand	5/5½
London	4 m/s. Cdts.	5/6⅝
London	4 m/s. Docy.	5/7
London	6 m/s. Cdts.	5/7⅛
London	6 m/s. Docy.	5/7⅛
Paris	Nom. 4 m/s.	875
New York	o/d. Docy.	125⅛
New York	4 m/s. Docy.	131½

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 3,450 ..... = Tls. 100

Roubles 100 ..... = Mex. $3.75

Customs House Exchange Rates For June

Hk. Tls.	3.43 @	5/2⅜	£1
„	1 @	784	Francs 3.73
„	0.74 @	121½	Gold $1
„	1 @	42⅜	Yen 2.61
„	1 @	15	Rupees 4.37
„	1 @	1.50	Mex. $1.50
„	1 @	—	Roubles —

Shanghai Produce & Stock Exchange

Transactions

Shanghai, June 21, 1919.

BUSINESS DONE

Japanese Bonds 5%:
Tls. 36.05 June
Tls. 37.10 July
Tls. 37.05 August

Shanghai P. and S. Exchange:
Tls. 21.40 June
Tls. 21.70 July
Tls. 22.70 August

Japan-China S. and W. Co.:
Tls. 25.60 July
Tls. 26.10 August

Yangtszepoo Cotton Mill:
Tls. 14.00 June
Tls. 15.00 July
Tls. 15.00 August

Local Yarns:

Water Moon 16's: Tls. 194.00 June
Tls. 193.50 July
Tls. 193.50 August

Phoenix 16's: Tls. 183.10 July
Tls. 180.90 August

Rubber Prices

Messrs. Meyer and Measor, Singapore, report that the auctions this week showed prices of 64½ cents to 67 cents for Pale Crepe and 62 cents to 64½ cents for Smoked Sheet, the tendency of the market being weak.

O.V.B. OREGON VERY BEST

LOGANBERRY JUICE

Mix it with an equal part of Whisky and add Tansan, *"One of the best drinks going!"*

Gande, Price Co., Agents

★ ★ THE VENUS ★ ★

FIRE AND MARINE INSURANCE CO., LTD.

Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.

Head Office: 127 Szechuen Road

AMUSEMENTS

BALLET

TO BE GIVEN AT

OLYMPIC THEATRE

Tomorrow Night, June 23rd at 9.15 p.m.

Introducing for the first time in Shanghai

DISTINGUISHED RUSSIAN DANCER

Helene Pavlova

(of Petrograd)

Assisted by her partner

WASILIY KRUPIN

Her sister

NADEJDA PAVLOVA

The Italian Opera Singer

Mme. ELVIRA ZANUTTA-RUBINI

The Programme will include :—

"LE CYGNE MOURANT" .....Saint-Saens
"SERENADE" .....Drigo
"VALSE DE MORT" .....Sibelius
"AMAZONE" .....Cassau

Booking at Messrs. S. Moutrie and Co., Ltd., and Astor House Hotel

24085

Olympic Theatre

SHOWING

FOR ONE NIGHT ONLY

Tonight, June 22nd

LENORE ULRICH

in

"Her Own People"

Five Parts

A PARAMOUNT PICTURE

On Tuesday, 24th

AN ALL—CHAPLIN

PROGRAMME

ISIS THEATRE

TODAY'S MATINEE

"THE BULL'S EYE"

7th and 8th Episodes

and

"The Million Dollar Mystery"

Four Parts

MONDAY PROGRAMME

TRIANGLE COMEDY

Two Parts

Triangle Special Feature

Five Parts

and

CHAPLIN COMEDY

Two Parts

Amusements

St. GEORGE'S GARDEN

Bubbling Well Road

TONIGHT

Open Air Cinema Show

GLADYS HULETTE

in

"THE CANDY GIRL"

Five Parts Comedy Drama

Pathe's Gazette and Other New Films

Victoria Theatre

New Programme

Tonight Tonight

SHOWING

JACK PICKFORD

in

"WHAT MONEY CAN'T BUY"

Five Parts

and other new films

On Monday, 23rd

"SPORTING LIFE"

For one night only

Stock Exchange

Transactions

Shanghai, June 21, 1919.

TODAY'S QUOTATIONS

Official

Dominions Tls. 6.00
Kota Bahroes Tls. 4.00
Kungyik Cotton Tls. 36.00
Yangtszepoo Cotton (Ord.) Tls. 14.25 June
Shanghai Cotton Tls. 198.00 June
Shanghai Docks Tls. 140.00 July
Shanghai and Hongkew Wharf: Tls. 99.00 September Tls. 93.00 June
New Engineering Tls. 25.50 June
Ewo Cotton (Ord.) Tls. 305.00 Sept.
F.M.C. 6% Debs. 1911 @ Tls. 85.00

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Kungyik Cotton Tls. 38.00 Tls. 39.00 September
Shanghai Docks Tls. 140.00 July
Shanghai and Hongkew Wharf: Tls. 94.00 June
Shanghai Cotton Tls. 198.00 June

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EXTRAORDINARY ATTRACTIONS

AT THE VICTORIA THEATRE

MONDAY, JUNE 23rd — ONE NIGHT ONLY

THE WONDERFUL FILM "SPORTING LIFE" 7 PARTS

JUNE 24th, 25th and 26th — ANNA HELD

IN

"MADAME LA PRESIDENTE"

A COMEDY DRAMA IN FIVE PARTS

JUNE 27th, 28th, 29th and 30th — MARY GARDEN

THE INCOMPARABLE QUEEN OF DARING FASHION

IN

"THE SPLENDID SINNER"

SEVEN PARTS

AT THE OLYMPIC THEATRE

MONDAY, JUNE 23rd — ONE NIGHT ONLY

"HELENE PAVLOVA"

JUNE 24th, 25th and 26th

CHARLIE CHAPLIN PROGRAMME

COMMENCING FRIDAY, 27th

"WOMAN"

SEVEN PARTS

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Sunday, June 22**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Str. **Kianghsin** Captain J. R. Milligan, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangyu**, Captain F. Carlesen, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain ——— will be despatched from N.K.K. Pootung Wharf on **Monday, June 23**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, 2,868, tons, Captain Jackson, will leave on **Monday, June 23**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, 2,671, tons Captain Smith, will leave on **Tuesday, June 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Suiyang Maru**, Capt. S. Kusakari, will be despatched from the China Merchant's Central Wharf on **Tuesday, June 24**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, June 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meethrel, will leave on **Wednesday, June 25**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Fengyang Maru**, Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on **Wednesday, June 25**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, 2,604, tons Captain Gibb, will leave on **Thursday, June 26**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, 3,770 tons, Captain Campbell, will leave on **Friday, June 27**, at about 12 o'clock midnigh'. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Friday, June 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG & CANTON.—The Str. **Hsintah**, Captain J. Glue, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund direct for the above ports on **Sunday, June 22**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77. Passage No. 401.

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, June 23**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & Swire**, Agents., French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamaue, will be despatched from the Co.'s Yangtszepoo Wharf on **June 24**, ——— The steam-launch conveying passengers on board will leave the Custom Jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 and 4235.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sankiang**, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, June 24**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage No. 401.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Chinkiang**, Captain G. D. S. Mills, will leave on **Wednesday, June 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sulyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, June 26**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FROMOSA) via FOOCHOW and KEELUNG.—The Str. **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **July 2**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4047.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. **Hsinming**, Captain MacKenene, will leave on Tuesday morning. For Freight or Passage apply to **C.M.S.N. Co.**

CHEFOO & NEWCHWANG.—The Str. **Kungping**, Captain J. B. Howli, will leave on Tuesday morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, June 24**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents** French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s Steamer **Pakhoi**, Captain W. G. Cowan, will leave on **Wednesday June 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The Chin Navigation Co.'s Steamer **Shuntien**, Capt. Northcombe, will leave from the French Bund on **Thursday, June 26**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAO.—The Steamer **Keelung Maru**, Captain Y. Fugami, will be despatched from the Co.'s Yangtszepoo Wharf on **Wednesday, July 2**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight or Passage please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 & 4047.

For Foreign Ports

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain T. Kamiashi, will be despatched from the No. 14 Lower Buoy on **June 22**, at 5.30 p.m. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on **July 27**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, July 24**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel No. 4234 & 4047.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June	22 —	New York	Egremont Castle	Br.	D. & Co.
June	27 —	Seattle	Fushimi Maru	Jap.	N. Y. K.
June	27 —	Vancouver	E. of Japan	Br.	C.P.O.S.
June	28 —	San Francisco	Korea Maru	Jap.	T.K.K.
July	5 —	San Francisco	China	Am.	C.M.S.S. Co.
July	5 —	San Francisco	Kaiyei Maru	Jap.	D. & Co.
July	8 —	New York	Euryades	Br.	B. & S.
July	10 —	Seattle	West Manham	Am.	R. D. Co.
July	13 —	Vancouver	E. of Russia	Br.	C.P.O.S.
July	13 —	San Francisco	Stanley Dollar	Br.	R. D. Co.
July	15 —	San Francisco	Cardareta	Am.	R. D. Co.
July	15 —	Vancouver	Bessie Dollar	Br.	R. D. Co.
July	15 —	San Francisco	West Sequana	Am.	P.M.S.S. Co.
July	19 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	24 —	San Francisco	Tenyo Maru	Jap.	T.K.K.
July	25 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	2 —	San Francisco	Siberia Maru	Jap.	N.K.K.
Aug.	7 —	San Francisco	Tancred	Am.	R. D. Co.
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	15 —	Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	16 —	San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	— —	San Francisco	West Conah	Am.	P.M.S.S. Co.
Sept.	9 —	San Francisco	Korea Maru	Jap.	T.K.K.
Sept.	14 —	San Francisco	China	Am.	C.M.S.S. Co.

FOR JAPAN PORTS

June	22 —	Kobe	Sado Maru	Jap.	N. Y. K.
June	23 —	Kobe	Chikugo Maru	Jap.	N.Y.K.
June	23 —	Kobe and Yokohama	Nera	Fr.	M.M. Cie
June	25 —	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
June	27 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.
June	27 —	Nagasaki	Simbirsk	Rus.	R.V.F.
June	28 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
July	2 —	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
July	4 —	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.
July	5 —	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
July	8 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———	—	Marseilles	Nera	Fr.	M.M. Cie
———	—	London	C. of Colombo	Br.	J.M. & Co.
June	22 —	London	Glenapp	Br.	G. L. E. A.
June	23 —	London	Idomeneus	Br.	B. & S.
June	26 —	London	Talthybius	Br.	B. & S.
June	30 —	London	Tamba Maru	Jap.	N. Y. K.
June	— —	London	Altai Maru	Jap.	O. S. K.
June	— —	Marseilles	Sphinx	Fr.	M.M. Cie
July	3 —	Liverpool	Ningchow	Br.	B. & S.
July	3 —	Bombay	Dunera	Br.	P.&O.S.N. Co.
July	3 —	London	Jason	Br.	B. & S.
July	17 —	Liverpool	Tydeus	Br.	B. & S.
July	23 —	Settle	Katori Maru	Jap.	N. Y. K.
July	24 —	London	Neleus	Br.	B. & S.
July	30 —	London	Pembrokeshire	Br.	G. L. E. A.
July	— —	London	Kansas	Am.	J.M. & Co.
July	— —	London	Kentucky	Am.	J.M. & Co.
Aug.	7 —	London	Teiresias	Br.	B. & S.

FOR SOUTHERN PORTS

June	22	4.00*Hongkong	China	Am.	C.M.S.S. Co.
June	22 —	Hongkong and Canton	Hsintah	Chi.	C.M.S.N. Co.
June	22	D.L. Hongkong & Canton	Chenan	Br.	B. & S.
June	23	5.30 Ningpo	Hsin Peking	Br.	B. & S.
June	23	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
June	24	5.30 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
June	24	D.L. Hongkong & Canton	Sinkiang	Br.	B. & S.
June	24 —	Hongkong	Chicago Maru	Jap.	O. S. K.
June	25	D.L. Amoy and Swatow	Chinkiang	Br.	B. & S.
June	27 —	Manila and Hongkong	E. of Russia	Br.	C.P.O.S.
June	28 —	Hongkong & Manila	Ecuador	Am.	P.M.S.S. Co.
June	26	D.L. Amoy, H'kong, C'ton	Sulyang	Br.	B. & S.

FOR NORTHERN PORTS

June	24 —	Chefoo and N'chwang	Kungping	Chi.	C.M.S.N. Co.
June	24	3.00 W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
June	24	8.00*Dairen & Tsingtau	Sakaki Maru	Jap.	S.M.R.
June	24 —	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
June	25	D.L. Newchwang	Pakhoi	Br.	B. & S.
June	26	10.00*W'wei, Chefoo, T'tsin	Shuntien	Br.	B. & S.
June	27	10.00*W'wei, C'foo, T'tsin	Kingsing	Br.	J. M. & Co.
June	27	3.00 Vladivostok	Simbirsk	Rus.	R.V.F.
June	28	noon Dairen	Kobe Maru	Jap.	S.M.R.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

C. N. C.

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FAST SCHEDULE SERVICES.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shunden and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Sulyang, Sunning, Sinkiang, Yingchow, Singan and Taifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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S.S. Venezuela	June 21	*S.S. West Sequana	June 20
*S.S. West Sequana	July 15	S.S. Ecuador	June 28
S.S. Ecuador	July 19	*S.S. West Conah	July —
*S.S. West Conah	Aug. —	S.S. Colombia	July 26
		S.S. Venezuela	Aug. 23

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S.S. Colusa	July 10	S.S. Santa Cruz	June 20

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FOR RIVER PORTS

June	22	M.N. Hankow, ect.	Woosung	Br.	B. & S.
June	22	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
June	23	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
June	23	M.N. Hankow, etc.	Talee Maru	Jap.	N.K.K.
June	23	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
June	24	M.N. Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
June	24	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
June	24	M.N. Hankow, etc.	Poyang	Br.	B. & S.
June	25	M.N. Hankow, etc.	Chungking	Br.	B. & S.
June	25	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N Co.
June	25	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
June	26	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
June	27	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co
June	27	M.N. Hankow, etc.	Ngankin	Br.	B. & S.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Apr.	8 —	Hongkong	Castlefield	Br.	
May	12 —	San Francisco	Korsnaes	Am.	
May	15 —	Japan	Yeiraku Maru	Jap.	S. Shokai
May	22 —	Hongkong	Hangsang	Br.	J. M. & Co.
May	23 —	San Francisco	Wergeland	Am.	S. & Dix.
May	29 —	Cruise	Store Nordiske	Dan.	G. N. T. Co.
June	3 —	Hongkong	Liverpool M.	Jap.	W. & Co.
June	9 —		Nancy Moller	Br.	M. & Co.
June	11 —	Cruise	Chuentiao	Chi.	Customs
June	13 —	Seattle	Justin	Am.	B.A.T. Co.
June	14 —	New York	Oanfa	Br.	B. & S.
June	16 —		Seikai Maru 2	Jap.	
June	17 —	Cruise	Pacific	Dan.	G. N. T. Co.
June	18 —	Vancouver	Bessie Dollar	Br.	R. D. & Co.
June	18 —	Japan	Nichiyei Maru	Jap.	
June	19 —	Tsingtau	Chenan	Br.	B. & S.
June	19 —		Ja Moffett		
June	19 —	Japan	Tokei Maru	Jap.	
June	19 —	Japan	Toho Maru	Jap.	
June	19 —	Japan	Tenju Maru	Jap.	
June	20 —		Meinan	Am.	Socony.
June	20 —	Chinwangtao	Shinping	Chi.	S.P.S.N. Co.
June	20 —	San Francisco	China	Am.	C.M.S.S. Co.
June	20 —		C. of Pland	Br.	S.T. & Co.
June	20 —	Japan	Sakurajima M.	Jap.	
June	20 —	River ports	Tehhsing	Br.	H.O.S.S. Co.
June	20 —	River ports	Nanyang Maru	Jap.	N.K.K.
June	20 —	Chinwangtao	Hwahkun		
June	20 —	Cruise	Liushing	Chi.	Customs
June	20 —	Wuhu	Sanbashi M.	Jap.	S.T. Co.
June	20 —	Hankow	Tseangtah	Br.	
June	20 —	Japan	Sensan M.	Jap.	
June	21 —	River ports	Woosung	Br.	B. & S.
June	21 —	River ports	Luenho	Br.	J. M. & Co.
June	21 —	River ports	Sansei Maru	Jap.	S.T. Co.
June	21 —	River ports	Talee Maru	Jap.	N.K.K.
June	21 —	Hankow	Tseangtah	Chi.	I.&E.L. Co.
June	21 —	Japan	Kenkyu Maru	Jap.	
June	21 —	Japan	Taito Maru	Jap.	
June	21 —	Hongkong	Kungping	Chi.	C.M.S.N. Co.
June	21 —	Tientsin, ports	Hsinkong	Chi.	C.M.S.N. Co.
June	21 —	Japan	Toyama Maru	Jap.	
June	21 —	Japan	Chikugo Maru	Jap.	N. Y. K.
June	21 —		Sorotov		
June	21 —	Hongkong	Feiching	Br.	B. & S.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*ANDES MARU	18,000	T. Kamiashi,	June 16	June 22
*AMAZON MARU	18,000		end of July	

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
†ARABIA MARU	18,000	T. Saito,	July 19	July 20
*MANILA MARU	20,000	N. Kobayashi,	July 23,	July 24

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane,	June 23	June 24

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	June 30	July 2

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	June 30	July 2

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai,

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU	June 28, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" AND "CHINA"
(15,000 TONS) (16,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA" ..... JULY 5th
*S.S. "NANKING" ..... AUGUST 22nd
*S.S. "CHINA" ..... SEP. 14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING" ..... AUGUST 7th
S.S. "CHINA" ..... AUGUST 31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
TAMBA MARU	12,500	Capt. T. Sekine,	June 30
MISHIMA MARU	16,000	Capt. K. Itsuno,	July 7

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 22

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Yasuhara,	June 27
YAMASHIRO MARU	7,000	Capt. J. Nakajima,	July 4
CHIKUGO MARU	5,500	Capt. N. Taniguchi,	July 8

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Kawai,	June 25
KUMANO MARU	9,500	Capt. S. Saito,	June 28
TAKESHIMA MARU	4,500	Capt. R. Arakida,	July 2
YAWATA MARU	7000	Capt. H. Nojiri,	July 5

FOR JAPAN

CHIKUGO MARU	5,500	Capt. N. Taniguchi,	June 23
KITANO MARU	16,000	Capt. K. Yoshikawa,	June 27

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	July 16

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.55	8.35		0	dep. Peking arr.		19.50
23.48	11.12			arr. Tientsin-Central dep.		17.00
23.54	11.17		84	dep. Tientsin-Central arr.		16.53
24.00	11.23			arr. Tientsin-East dep.		16.45
19.35			524	arr. Mukden dep.		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central arr.	16.31	15.20	12.45
13.02	16.01	15.37	78	dep.	Tsangchow dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep.	Techow dep.	10.39	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu dep.	8.06	6.00	8.30
7	2		220		2			8.
6.00	22.25	20.31	—	dep.	Tsinanfu arr.	7.56	5.40	19.02
9.27	1.06	22.31	266	dep.	Taianfu dep.	6.01	3.25	16.24
12.27	3.47	0.38	318	arr.	Yenchowfu dep.	3.49	0.40	13.00
12.47	4.02	0.48		dep.	Yenchowfu arr.	3.39	0.02	12.48
0.30	6.55	3.16	377	dep.	Lincheng dep.	1.20	21.24	9.26
9.02	8.45	4.50	—	arr.	Hsuchowfu dep.	23.36	19.20	6.30
9	2		420		2			10.
5.40	9.00	4.57	—	dep.	Hsuchowfu arr.	23.29	19.00	20.50
11.26	13.02	8.33	522	arr.	Pengpu dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu arr.	19.46	14.35	14.49
18.27	17.34	11.52	600	dep.	Chuchow dep.	16.44	10.50	8.27
20.08	18.56	13.09	631	arr.	Pukow dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	193	dep.	Nanking-Ferry arr.	14.15	6.50
7.00	21.00			arr.	Shanghai-North dep.	7.55	23.00

Yenchowfu-Tsinanchow Branch Line					Lincheng-Taochuang Branch Line					
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.38	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsanagchow d.	11.15	23.00	22.40	17.50	10.40	a. Taochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. I. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. I. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**.

PEACE TREATY EXCITES CLASS FEELING IN EUROPE

Pact Is Proving Big Factor In Solidifying Europe's Socialist Factions

WILSON IS NO LONGER IDOL

Even In France Extreme Leaders Talk Of Union Of Thought With Germans

Paris, May 11, (delayed.)—The peace treaty as it came from the conference seems today to be the greatest single factor for the establishment of the solidarity of the establishment of the European Socialist proletariat and the upbuilding of class feeling since the war began. That is the surest proof of how wide a gap the Socialists, once the most ardent Wilson supporters, see between the President's promises of six months ago and the actual accomplishment now announced.

Socialist circles here call attention to the attitude of French Socialism, almost synonymous with French labor, and of British labor, made plain by the heavy attacks both have launched against the treaty as the product of a bourgeois, capitalistic regime, violating the principles which Europe's proletariat had espoused. The rest of Socialist opinion in Europe is shown by the expressions of the German and Austrian press all of which is now Socialist to a greater or less degree.

Men in touch with the Russian situation expect Premier Lenin to issue a scathing denunciation of the treaty. Italian socialists who didn't want Fiume will, it is expected, find the same objection to the Saar and Dantzig settlements as they did against Fiume, while those who did want Fiume will be indignant that France and Poland now get what had hitherto been refused them.

With the conference entering its vital stage in dealing with the Germans it is thus a fair way to face a virtual reunion of all European socialists against the attainment of peace along the lines it has planned. The greatest importance is attached to the declaration of the French socialists that they will refuse to ratify the treaty as now drafted and to L'Humanite's appeal to the Germans of the Saar to resist absorption, promising them aid from France. The French socialists believe almost triumphantly that the treaty has made possible a union of thought between the French and German socialists, promises the healing of the breach made by the war and makes possible the re-establishment of a real "international."

The publication of the treaty has shown that with the French socialists internationalism is again ascendant over nationalism. They say they are unwilling to accept terms even though they be advantageous to France, because Premier Clemenceau gained them by persistent efforts in exchange for the sacrifice of principles whereto the socialists remain faithful, however recreant President Wilson may have proved.

Disappointed on Wilson, the Socialists are again turning to the idea of a unified European proletariat as the only means of preventing wars. Despite the fact that such a union failed in 1914 they hope now, with professedly Socialist Governments in Germany and Austria-Hungary, that it can be accomplished.

Certainly the growing power of socialism in France and of labor in England is well recognised. In France, notably since the signing of the armistice, it has made considerable strides. Increase in the circulation of the Socialist papers is sufficient to show this.

It should be said, however, that Premier Clemenceau's supporters see a "nigger in the woodpile" of Socialist opposition to the treaty. They say it is not so much based on humanitarian motives as upon the desire to embarrass the Premier.

Up to today the Socialist attacks upon the French Premier have become more and more violent, verging now upon the scurrilous. Anything they can do to render difficult his position during the negotiations, they will do with the idea in the background that they may be able to bring about some changes along the lines desired.

The recent vote in the Chamber upon the May Day demonstrations, however, is regarded in Government circles as showing that as between Premier Clemenceau and the Socialists, the Chamber will be with the Premier.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the S.M.R.-s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

Friday, June 27, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 22, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Tomorrow.							
Hongkong and Canton	Sinkiang	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Chefoo	Haimming	22.00	..	..	..	..	22.00
Chefoo	Kungping	22.00	..	..	..	..	22.00
Australia, via Hongkong	Sinkiang	..	17.00	..	..	..	..
United Kingdom, via Suez	†Idomenus	..	14.00	..	..	..	..
Tuesday, June 24.							
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Amoy and Swatow	Chinkiang	22.00	17.00	..	..	..	22.00
Weihaiwei, Chefoo & Tientsin	Tungchow	..	14.00	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Swatow, Hongkong & Canton	Hangsang	22.00	..	..	..	..	22.00
Swatow and Hongkong	Hangsang	..	17.00	..	..	..	..
Japan Ports	Omi M.	..	17.00	..	..	..	..
Wednesday, June 25.							
Amoy and Hongkong	Suiyang	..	17.00	..	..	..	..
Amoy, Hongkong & Canton	Suiyang	22.00	..	..	..	..	22.00
Thursday, June 26.							
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Friday, June 27.							
Weihaiwei, Chefoo & Tientsin	Kingsing	..	9.00	..	..	..	..
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Japan	..	17.00	..	..	..	17.00
Weihaiwei and Chefoo	Kingsing	9.00	..	..	..	..	8.30
Nagasaki and Vladivostok	Simbirsk	..	14.00	..	..	..	13.30

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.
E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous nigha's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
WTW			Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
1 C	Feb. 21		Wilmington	Am. gun-boat
B I I I	May 7		Suma	Jap. Cruiser
O D W	Apr. 30		D. de Lagree	Fr. gun-boat
O D	May 24		Teal	Br. gun-boat
Y. P. D. W.	May 24		Samar	Am. gun-boat
Y P D	June 2		Comdr. Behring	Rus. gun-boat
2 C	June 12		Gnat	Br. gun-boat
M. M. B.	June 12		D. Estrees	Fr. Cruiser
APCUW	June 18		Carlisle	Br. Cruiser
8 p.	June 18		Fushimi	Jap. gun-boat
2 C	June 18		General Alava	Am. gun-boat
1 C	June 19		New Orleans	Am. cruiser
8 p.	June 19		Yodo	Jap. gun-boat
	June 19		Quiros	Am. gun-boat

Arrivals

Arrived	From	Ship's Name	Flag Agents
June 21	Ningbo	Kiangteen	Chi. C.M.S.N. Co.
June 21	River ports	Woosung	Br. B. & S.
June 21	River ports	Luenho	Br. J. M. & Co.
June 21	River ports	Sanse Maru	Jap. S.T. Co.
June 21	River ports	Talee Maru	Jap. N.K.K.
June 21	Hankow	Tseangtau	Chi.
June 21	Japan	Kenkyu Maru	Jap.
June 21	Japan	Taito Maru	Jap.
June 21	Hongkong	Venezuela	Am. P.M.S.S. Co.
June 21	Hongkong	Kungping	Chi. C.M.S.N. Co.
June 21	Tientsin, ports	Hainkong	Chi. C.M.S.N. Co.
June 21	Japan	Toyama Maru	Jap.
June 21	Japan	Chikugo Maru	Jap. N. Y. K.
June 21		Serotov	
June 21	Hongkong	Foochow	Br. B. & S.

Departures

Date	For	Ship's Name	Flag Agents
June 21	River ports	Luenyi	Br. B. & S.
June 21	River ports	Loongwo	Br. J.M. & Co.
June 21	River ports	Tafoo Maru	Jap. N.K.K.
June 21	Japan	Wakanoura Maru	Jap. N. Y. K.
June 21	Japan	Yawata Maru	Jap. N. Y. K.
June 21	Foochow	Klenkong	Br. W. & Co.
June 21	Tientsin	Hainchang	Chi. C.M.S.N. Co.
June 21	Chinwangtao	Hero	Nor. K.M.A.
June 21	Vladivostok	Tenri Maru	Jap. M.B.K.
June 21	Ningpo	Kiangteen	Chi. C.M.S.N. Co.

Shipping Items

The C.N. s.s. Klagyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The M.M. s.s. Sphinx left Marseilles for Haiphong only on May 25.

The M.M. s.s. Scharnhorst left Marseilles for Haiphong only on June 11.

The M.M. s.s. Batavia, with mails, left Marseilles for Shanghai on Friday, June 20.

The M.M. s.s. Ander Lebon, with mails, will leave Marseilles for Shanghai and Japan on Wednesday, June 25.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Kwangse will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow morning and will sail for the same port via Tsingtau on Tuesday morning. The tender with passengers and mails will leave the Customs Jetty at nine o'clock tomorrow night.

The C.M. s.s. China arrived at the China Marchant's Central Wharf on Friday morning and will sail for Hongkong at daylight today.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Nganking will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fohyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hsinfung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The C.N. s.s. Tean will leave Hongkong for Shanghai on Tuesday.

The P. and O. s.s. Dunera is expected to arrive at Hongkong from Bombay next Tuesday and will sail for Shanghai on Wednesday.

The Blue Funnel s.s. Tydeus, from Liverpool, left Hongkong for Shanghai at eleven o'clock Friday morning and may be expected to arrive tomorrow.

The Blue Funnel s.s. Priam, from Liverpool, left Singapore for Hongkong and Shanghai on Thursday and may be expected to arrive on June 28.

The M.M. s.s. Nera, with the French mail of May 13, left Hongkong for Shanghai on Friday and may be expected to arrive at seven o'clock tomorrow morning.

The P.M. s.s. Venezuela left Shanghai for San Francisco and ports yesterday evening.

Siccawei Weather Report

Saturday, June 21, 1919.

Weather	4 A.M.	9 A.M.
Bar. at 23° P. inches	29.48	29.50
Variation for 24 hrs.	—0.23	—0.21
Variation for 12 hrs.	—0.14	—0.09
Wind—Direction	S	SW
Wind—Miles per hour	16.2	16.8
Temperature (Fahr.)	77°9	80°6
Huumidity	87	81
Nebulosity (0-10)	10	10
Rainfall, inches	—	—

20.—Unsteady weather at the mouth of the Yangtze. Rain in the Valley where a deep depression is developing other depressions are shown in the North and in the South. A typhoon is progressing Westwards between the Mariannes and the Philippines.

21.—Gloomy and unsettled weather with intermittent rain. S.E. gusts during the night veering to the S. in the early morning.

Sailed from Shanghai

For San Franrisco		
Tascaluso	May	22
Colombia	May	24
Shinyo Mariu	May	26
Taiyu Maru	May	27
Uncas	May	29
Windber	June	2
Broad Arrow	June	11
West Vaca	June	13
Maricopa	June	14
Royal Arrow	June	18
Tamaha	June	20
Venezuela	June	21
For Tacoma		
Grayson	May	24
Africa Maru	May	27
For Vancouver		
Melville Dollar	May	22
Methven	May	26
Harold Dollar	June	12
Empress fo Asia	June	15
For New York Via Panama		
Celtic Prince	May	24
Eurybates	June	14
For London, etc.		
Carmarthenshire	May	10
Shidzuoka Maru	May	12
Lycaon	May	20
Neuralia	May	24
Kaga Maru	May	26
Mentor	May	27
Amur Maru	May	29
Tokushima Maru	May	30
Yokohama Maru	June	9
Rhesus	June	10
For Liverpool		
Pakling	May	11
Stentor	June	5
Teucer	June	20
For Marseilles		
Sanno Maru	May	30
Indo Maru	June	8
For Bombay		
Dilwara	May	19
For Java		
Tjimanoek	June	7
Tjipanas	June	19

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on June 17, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	30-40
Mackerel	"	16-18
Pemfret	"	16-18
Salmon	"	none
Samii	"	30-35
Soles	"	16-18
Game, Poultry And Eggs		
Deer	each	none
Duck	"	50-70
Eggs	per doz.	14-18
Fowl	per lb.	22-25
Geese	each	50-90
Pigeons	"	18-20
Quail	"	none
Snipe	"	14-16
Teal	"	none
Turkey	per lb.	50-55
Fruit		
Apricots	per lb.	10-12
Apples	"	none
Bananas	"	6-8
Lemons	each	5-6
Lichees	per lb.	25-30
Mangoes	each	none
Oranges	per doz.	$1.50
Peaches	per lb.	6-8
Pears	"	8-10
Persimmons	"	none
Peeboes	"	10-12
Plums	"	8-10
Pumeloes	each	25-30
Pineapples	"	8-10
Strawberries	per lb	none
Walnuts	"	12-14
Vegetables		
Artichokes	each	2-3
Asparagus	per doz.	20-30
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	8-10
Egg Plant	per lb.	5-8
French Beans	"	5-6
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	1.00
Onions	"	2-3
Parsnips	per bunch	3-4
Peas	per lb.	5-6
Potatoes	per picul	$1.60-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	15-20
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	—
Flour Australian	"	$4.20
Flour Shanghai	"	$2.25
Rice	per 200 lbs.	$7.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.50
Bran	"	$2.20
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 25.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$620 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	
North China	$437½
Union of Canton	Tls. 225 S.
Yangtsze	Hk. 180 B.
Far Eastern Ins. Co., Ltd.	$250 Tls. 21 B.
Fire Insurances	
China Fire	$141
Hongkong Fire	$328 B.
Shipping	
Indo-China Def	$152
Indo-China Pref	
"Shell"	190/— B.
Shanghai Tug (o)	Tls. 36
Shanghai Tug (f)	Tls. 40
Mining	
Kaiping	Tls. 11½ B.
Oriental Cons	$1/—
Taub	$2.40
Docks	
Hongkong Dock	$149 B.
Shanghai Dock	180 B.
New Eng. Works	Tls. 25 B.
Wharves	
Shanghai Wharf	Tls. 93
Hongkong Wharf	$90 B.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	Tls. 80
Shanghai Land	Tls. 67 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 17 B.
China Realty (ord.)	Tls. 63
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 280
E-wo Pref	Tls. 86 B.
Laou-kung-mow	Tls. 200 B.
Oriental	Tls. 90 B.
Shanghai Cotton	Tls. 195 B.
Kungyik	Tls. 36 B.
Yangtszepoo	Tls. 14 B.
Yangtszepoo Pref.	Tls. 90
Industrials	
Butler Tiles	Tls. 25
China Sugar	$158 B.
Green Island	$8 B.
Langkats	Tls. 20 CNI S.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 107½
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	$88
Moutrie	$32
Watson	$5 B.
Weeks	$11½ B.
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7.65 B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 20½ B.
Batu Anam 1918	Tls. 0.75
Bukit Toh Alang	Tls. 2
Buts	Tls. 0.85
Chemor United	Tls. 0.90
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 21 B.
Dominion	Tls. 6
Gula Kalumpong	Tls. 5 B.
Java Consolidated	Tls. 13½
Kamunting	Tls. 4½ S.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 16
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½ B.
Padang	Tls. 9½
Pengkalan Durian	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagaga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.70 B.
Senawang	Tls. 7 B.
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 7½ B.
Shanghai Pahang	Tls. 1
Sungala	Tls. 1
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3½
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.85
Taiping	Tls. 1
Tanah Merah	Tls. 0.75
Tebong	Tls. 14½
Ulobri	Tls. 2½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I and E. Lumber	Tls. 350 S.
Culty Dairy	Tls. 14½ B.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 81
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 33
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 73 B.
S'hai Waterworks	Tls. 150 B.

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M.S. E. of Japan ..June 27
For Europe
Per P. and O. s.s. Dunera ..July 3
For Unit d Kingdom
*Per B. & S. s.s. Idomeus June 23
For Australia
Per B. & S. s.s. Sinkiang June 23
For Japan:
Per N.Y.K. s.s. Omi Maru June 24

MAILS DUE

From U.S. and Canada
Per R.M.S. E. of Russia ..June 27
Per P.M. s.s. Ecuador ....June 27
From France
Per M.M. s.s. Nera .....June 28
From India, etc.
Per P. and O. s.s. Dunera June 28
*Parcels only will go by the s.s. Idomeneus.

Business and Official Notices

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

THE CHINA PENCIL CO., LTD.
(In Voluntary Liquidation)

Notice is hereby given in pursuance of Section 188 of the Hongkong Companies Ordinances, that a general meeting of the members of the above-named company will be held at the offices of Messrs. Seth, Mancell and Co., Public Accountants, 38 Kiangse Road, Shanghai, on Wednesday 25th June, 1919, at 4 p.m., for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the company, and of the Liquidator thereof, shall be disposed of.

A. H. MANCELL,
Liquidator.

Shanghai, 12th May, 1919.

24092

NOTICE
Dr. Oks and Dr. Holper
No. 3 Kiukiang Road
Tel.: Central 1801
Dr. OKS, M.D., Eye, ear, throat, nose and internal diseases.
9-11 a.m. and 1-4 p.m.
Dr. HOLPER, M.D. Urinary, skin and internal diseases.
11-1 p.m. and 4-6 p.m.

23741

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.
LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure.
To be obtained from local agent
Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.
New stock has now arrived

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

NOTICE TO MARINERS
No. 683.

BELGIUM — GAND GANAL

NOTICE is hereby given that, at the request of the Belgian Authorities, mariners are informed that The Canal from Gand (Ghent) to Terneuzen, and the port of Gand are again open to navigation.

By Order of the Inspector General of Customs.

T. J. ELDRIDGE,
Coast Inspector.

The Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st June, 1919.

24100

U.S.A. CONNECTIONS

Concerns desirous of opening connections in America, both Import and Export, should communicate with Box 374, care of THE CHINA PRESS.

24076

Chinese Post Office
Post Office Savings Bank.
Notification No. 1
Introduction of Post Office Savings Bank

The Public is hereby notified that a Post Office Savings Bank will be opened at the Head Post Office, Peking Road, on July 1st, 1919.

Deposits are limited to $100 a month for an individual, and $150 a month for a school or public body. In the case of individuals, the maximum amount of deposits, principal and interest included, is $2,000; in the case of schools or public bodies, $3,000.

The smallest deposit that is accepted at one time is $1. However, in order to provide for the saving of sums smaller than one dollar, Savings Stamps of 5 and 10-cent denominations are on sale, to be affixed on Savings Cards which are obtainable at the Savings Bank. Such Cards will be accepted as deposits when stamps to the value of $1 have been affixed.

The interest allowed is 4.2 per cent; per annum, calculated from the day following deposit up to the day preceding withdrawal. Deposits are not subject to taxation by the Government.

Further information and copies of the Post Office Savings Bank Guide can be obtained at the Savings Bank.

W. W. RITCHIE,
Postal Commissioner.

Shanghai, 18th June, 1919.

24065

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

HARVIE AND GIBBON, LIMITED
(in Voluntary Liquidation)

Notice is hereby given, pursuant to Section 181 of the Hongkong Companies Ordinance, 1911, that a meeting of the Creditors of the above-named Company will be held at the offices of Seth, Mancell & Co., Public Accountants, 38 Kiangse Road, Shanghai, China, on Thursday, 17th July, 1919, at 4 p.m., for the purposes provided for in the said section.

S. A. SETH
A. H. MANCELL
Liquidators.

Shanghai, 18th June, 1919.

HIRANO WATER
Reynell's
AT ALL HOTELS
AT ALL CLUBS
PURITY GUARANTEED
GARNER, QUELCH & CO.

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

BANK OF COMMUNICATIONS

NOTICE is hereby given that all notes issued by the Bank of Communications, Shanghai Branch, which are stamped "SHANGHAI" are redeemable at face value in Mexican Dollars from the Shanghai Branch of the Bank of Communications.

And notice is also given that the aforesaid notes are accepted by all foreign banks in the settlement, and also at the office of the Shanghai Municipal Council.

THE MANAGER.

23962

Bureau of Liquidation of the Deutsch-Asiatische Bank, Shanghai

Allied and Neutral parties having claims in Gold Currencies against the Deutsch-Asiatische Bank, Shanghai, are requested to lodge same with the Liquidator not later than 30th June, 1919.

A. G. Stephen, Liquidator
By his attorney
R. A. STUART.

16th June, 1919.

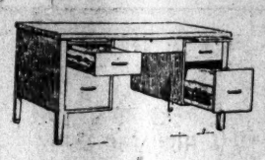
24038

TO LET
687 RUE RATARD
Semi-detached, five-roomed residence, with modern plumbing, attics and large garden.
For further particulars apply to
Credit Foncier d'Extreme-Orient
20, The Bund,
Entrance on Nanking Road.

24079

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

We Specialize In
OFFICE FURNITURE MADE TO ORDER



Oak Desks,
Swivel Chairs,
Filing Cabinets,
always in stock

Before buying elsewhere, phone us or call at our show-room.

THE OFFICE APPLIANCE CO.
Phone: Central 4778
SPECIALISTS IN OFFICE EQUIPMENT
22 Nanking Road, Shanghai
Cable Add.: Mackbauck

Wanted to Buy
For North China Star
TIENTSIN
Printing Press with type bed 33 x 44 without chase.
State Price and Full Description to
C. J. FOX
North China Star, Tientsin.

24070

GODOWNS WANTED

WANTED, one two-storied godown. Send particulars to Box 367, THE CHINA PRESS.

24066 J. 26

OFFICES, ETC., TO LET

OFFICES to let, Yuen Ming Yuen Road, three rooms, first floor. Canton Road, two rooms, second floor. Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

23959

SITUATIONS VACANT

WANTED, competent stenographer by large American Corporation. Good salary and prospects. Apply to Box 366, THE CHINA PRESS.

24063 J. 22

WANTED by an old-established American firm, intelligent self-confident young lady. In answering, state nationality and salary expected. For further particulars. Apply to Box 358, THE CHINA PRESS.

24048 J. 24

Amusement Advertising will be found on Page 23

MISCELLANEOUS

WANTED, transportation to America in the next thirty days. Will pay bonus for same. Apply to Box 380, THE CHINA PRESS.

24102 J. 25

AMERICAN business man, going to Vladivostock, will undertake any commission of a business nature for a consideration. Apply to Box 372, THE CHINA PRESS.

24075 J. 21

LOST

LOST, an Airedale terrier dog. Friday evening, vicinity of French Club. Finder rewarded. Please return to Wakelam, 470 Avenue Joffre.

24105 J. 26

LOST, on Avenue Joffre, between Route des Soeurs and No. 608 Avenue Joffre, one diamond crescent brooch, screw pin, set in platinum. Finder will be rewarded. Apply to Box 371, THE CHINA PRESS.

24071 J. 22

Business and Official Notices are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

14-15 Quinsan Gardens
Front rooms and back rooms to let. Very good table. Apply to Mrs. Weinstock.

Connaught House
8 Quinsan Gardens
Board-Residence
Terms moderate.
Apply MRS. POLLOCK.

TO LET, with board, a comfortable newly furnished flat, comprising two large adjoining rooms; small room and private bathroom. All modern comforts, telephone, tennis. Garage and stabling. Apply to Box 203, THE CHINA PRESS.

TO LET, furnished room with bathroom and board (Russian family). 90 Carter Road, corner of Avenue Road.

24099 J. 27

ROOMS to let with bath rooms, 85 Range Road. Mrs. Shistar.

TO LET, in Western district, furnished room with board. Apply to Box 370, THE CHINA PRESS.

24069 J. 22

TO LET, in good central location near Bund, well-furnished bedroom, private bathroom, excellent board and attendance, elevator and 'phone, $100 single: $140 for two. Apply to Box 369, THE CHINA PRESS.

24068

BACHELORS' mess forming; large house in Western district, tennis lawn and garage, four bathrooms, every convenience. Available until December. Britishers or Americans desired. Apply to Box 360, THE CHINA PRESS.

24050 J. 24

TO LET, large back room with board by private family. Quinsan Gardens. Terms moderate. Apply to Box 336, THE CHINA PRESS.

24005 J.22

HOUSES TO LET

TO LET, Western district, for 8-9 months, six-roomed house, use tennis lawn, furnished or unfurnished. Apply to Box 378, THE CHINA PRESS.

24096 J. 24

FINE OFFICE or apartment, with bath, for bachelor. New Ezra building, Phone No. 1607.

24103 J. 22

TO LET, well-furnished four-roomed house, with bath, south aspect, near French Park, rent Tls. 25 per month. Furniture to be taken over. 52 Route des Officiers, facing Koukaza, Phone West 1495

24084 J. 25

TO LET, from June 1st, modern detached residence in fine locality, five rooms. Garden. Tls. 100 per month. 197 Bis Avenue due Roi Albert. China Realty Co., Ltd.

23830

KULING HOUSE for rent, $275 for the summer. Large living room, reception room, two bedrooms and large verandah. Well-furnished, near centre. Inquire J. C. Clark, 120 Szechuen Road, Shanghai.

24055 J. 22

8 AVENUE ROAD, semi-detached four-roomed house to let. Apply on the premises.

24072

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

23831

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

23832

SITUATIONS WANTED

An experienced Chinese, with thorough knowledge of book-keeping, typewriting, correspondence and office routine, seeks position. Apply to Box 362, THE CHINA PRESS.

24095 J. 24

GESDERIST and land surveyor wishes to receive private work, or situation in office. Finished special school, also had ten years' experience, speaks Russian and little German, no objection to outport. Apply 88A Range Road, N. O.

24094

AMERICAN business woman seeks connection good firm. Excels ready to wear and designer, or charge of department. Apply to Box 379, THE CHINA PRESS.

24098 J. 22

CHINESE (American-born) wants position as travelling salesman, interpreter, or general office assistant. Wide experience. Apply to Box 382, THE CHINA PRESS.

24106 J. 25

EDUCATIONAL

LESSONS in English, French, Mathematics and Science given by University gentleman. Apply to Box 376, THE CHINA PRESS.

24086 J. 22

HELP offered by experienced University graduate to private or conditioned students of English. Apply by letter to 759 Avenue Road.

24044

Exchange and Mart

WANTED, an assortment of photographic negatives, plates or films, former preferred, covering commercial and industrial conditions in China; no scenery wanted. State price, size, and full description of what you have. 1622 Broadway, San Francisco U. S. A.

24093

MOTOR BOAT for sale, 26 feet long, and driven by a 4-cylinder "Peerless" engine. Runs smoothly on common kerosene. Boat is nearly new and is now ready for non-stop run to Soochow and beyond. Seating for four persons, besides crew. Engine and boat fully complete with permanent roof, ice-chest, and crew quarters. Cost Tls. 1,600. Owner leaving for home shortly. Proper trial allowed to any *bona fide* applicant. Apply to Box 381, THE CHINA PRESS.

24101 J. 24

TYPEWRITER for sale, one entirely new "Oliver" No. 9, any reasonable price will be accepted. Inspection invited. Apply 320, Haining Road.

24083 J. 27

FOR SALE or to let, desirable moderate-priced house in Mokanshan. For particulars, apply to the Raven Trust Co., Ltd.

24090 J. 26

FOR SALE, one 4-cylinder BUICK touring car, 1918 model, in excellent condition: one new OVERLAND touring car, 1919 model. For inspection and trial trips, please apply to The Shanghai Horse Bazaar and Motor Co., Ltd. Motor Garage Telephone, West 1213.

24073 J. 22

FOR SALE: I have three first-class tickets Shanghai to Nagasaki, good until September. Any reasonable offer accepted. Apply to Box 375, THE CHINA PRESS.

24078 J. 22

FOR SALE, one new King 8-cylinder town-car, electric starting, 35 x 4½ tires, Taels 4,200. Apply Dong Chong Bicycle Co., Nanking Road.

24061 J. 22

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

23835

Magazine and Automobile Section of The China Press, Sunday, June 22, 1919

How They Trained California Sea Lions to Hunt U-Boats

The British Navy Reveals One of the Most Surprising Secrets of the War on the German Submarines

A Sea Lion on a British Submarine Being Petted by His Commanding Officer.

"Lyn" Being Fed His Chow Through a Trap-Door in His Muzzle.

THE British Government has just permitted the news to leak out that seals were trained to hunt German submarines, and that they achieved some remarkable successes.

At the same time some very interesting facts in natural history have been brought out. It has been proved that seals are among the most intelligent of all animals—the dogs of the sea, in fact—perhaps more intelligent than land dogs.

The truth of this has been suggested to many people by the wonderful performance given by the trained seals at the circus, but the use of the animals by the navy gives the subject a new importance. By the way, the animals used both in the navy and the circus are, strictly speaking, California sea-lions, but they are members of the seal family and are often called seals.

It was in the Summer of 1917, when ruthless submarine warfare was making terrible inroads into allied shipping. Established methods of naval warfare were proving inadequate, and many strange ways of coping with the terror were tried.

Two sea-lions were trained first as an experiment. The plan proposed was to teach them to swim after a submarine, trailing a long line with a red float attached, which would serve as a signal to the British sailors engaged in submarine hunting, so that they could hasten to the spot and drop a depth bomb where it could wipe the German undersea pirate out of existence.

First of all, the sea-lions learned to locate a noise made with a buzzer resembling the sound of a submarine's propellers. The sea-lions were kept on the deck of a British submarine and the buzzer was sounded under water at various places. The animals, out of curiosity, sometimes swam after the sound, and when they did so they received a liberal feed of fish as a reward. Thus the intelligent beasts soon learned that it was a wise thing to swim after any buzzing noise under water.

As a more advanced step they were taught to swim after a noise made by a buzzer and propeller combined. Next they were taught to carry the float, an incumbrance that would make almost any other wild animal fight very angrily. A collar was put on each sea-lion's neck, with a long, light line of gut attached to it. At the end of the line was a light, cigar-shaped float, painted red. In this manner the animal's whereabouts could be ascertained as he towed it along with him on the top of the water.

These stages of the sea-lions' education were carried out in Portsmouth harbor. The animals were then taken out to sea for more serious work. They were now fitted with wire muzzles, so that they might not be tempted to go off on fishing expeditions of their own instead of chasing submarines.

In the muzzle was a little trapdoor, which could be lifted up easily, so that the sea-lion could be fed at any time without removing the entire contrivance.

Out at sea the sea-lions first learned to follow a submarine on the surface. Then came the very important and critical step of teaching them to follow a diving submarine. One danger here was that the sea-lion would get tangled up in the propellers of the British submarine that was training him and wreck the boat.

The sea-lion could easily outswim the submarine. To avert this danger of an accident a man on the patrol boat signalled to the captain of the submarine, who was watching through his periscope, when the seal was near. The submarine commander then stopped his craft and came to the surface.

When the captain stepped out of his conning tower he always found a sea-lion on deck, lifting up a flipper and barking loudly for a fish dinner.

Without delay the animals were employed in chasing real enemy submarines. It is stated that they were responsible for the capture or destruction of a number. When the sea-lion had located an undersea boat the British destroyer or patrol boat dropped a depth bomb on the spot. The intelligent sea-lion was usually killed in the operation, but that is only one of the innumerable cruelties of war.

And thus we are led to consider the curious fact that an animal brought up entirely at sea or on some slippery, slimy rock at the edge of it, with nothing but fishy companions, far from the educating influence of the lord of creation, should be nearly the most intelligent of animals.

A standard work on natural history says:

"The cleverness of the sea-lions—or, rather, their power of understanding what they are required to do, and their willingness to do it—probably exceeds that of any other animal except the elephant and the dog."

But Frank E. Huling, who trained the wonderful sea-lions performing in the Ringling and Barnum and Bailey circus and probably knows more about them than any man alive, goes much further than that statement. He said:

"The sea-lion can be taught more things than any other animal, not excepting the dog or the elephant. From my own experience I can at once understand how the British officers were able to train sea-lions to follow submarines with unerring efficiency. In fact, there is scarcely any work these beasts cannot be trained to do. When you realize that they can do juggling tricks impossible for men, you can form an idea how many other things they can do.

"The California sea-lion is the most adaptable for training purposes and more intelligent than the fur-seal of Arctic regions. The large sea-lions from South America are too dangerous to be handled easily.

"When two or three years of age the California sea-lions are at their best for training. Taken out of the water before that time they are not sufficiently grown to understand what is required of them.

"The first obstacle to be overcome is the unwillingness of the newly captured sea-lion to take food. Like most animals of his type, he secrets a great layer of fat called blubber on his body, upon which he feeds when not able to obtain other food. I have had sea-lions that refused food for nearly two months before allowing themselves to be approached. Fish was offered them regularly, but the animals refused it. One of the ways of tempting their appetites is to toss them a fish with a string tied to its tail. A slight pull on the string gives the fish the appearance of life, and the sea-lion, after some hesitation, will eventually take it.

"Once he has begun to take food regularly he is at the stage where training can be started. When first taken out of his cage he is likely to snap at the trainer, particularly if the latter lays hands on him. But we guard against this by wearing a long, heavy pair of gauntlets, which the sea-lion cannot pierce with his teeth.

"From this stage on he is taken from his cage three or four times daily for short periods. He is started in his training with a large ball. It is tossed at him a great many times, at first hitting him on the nose and then rolling away. After a while the wonderful flexibility of his neck asserts itself, and he makes an effort to hold the ball on his nose.

"His attention cannot be held very long on any one trick. A total training period of twenty minutes at a time is as much as he will take. After that his attention begins to lag, and any further work is tiresome and injurious to his general training. The repeated use of words in connection with his instructions eventually fasten them in his mind, and in climbing the ladder, for instance, he readily goes 'up' or 'down' at the sound of these words once they are impressed on him. All my animals have names, and answer to them just as a dog will.

"The hope of reward for his performance is the foremost thing in his mind. Accomplishing a trick fairly well obtains him a few fish, but a thorough performance brings a larger feed. He is actuated only by the thoughts of the fish, and after once having learned a trick to the satisfaction of the trainer he can be counted on to do his best every time he is asked if the necessary reward is forthcoming.

"The sea-lion is very strong in his likes and dislikes. His opinions are quickly formed, and his dislikes of a trainer at times will be more apparent to the outsider than to the trainer himself.

"Among the tricks I have been able to teach my performing sea-lions, that of balancing and tossing a ball with their noses is the first. After that they learn to juggle one ball on their heads for a short period, toss it in the air, and prepare to catch another ball that I toss.

"In another trick I have been able, by using food as a bait, to teach the sea-lion to climb a ladder while juggling on the end of his nose a billiard cue, on which is balanced a small ball. Upon reaching the top of the ladder, with a flip of his head he throws the billiard cue aside and catches the ball as it comes down and balances it on his nose. Still holding it in place he makes his way down the ladder to the floor, where he tosses the ball to me.

"Of somewhat the same type is the trick in which one of my sea-lions balances a lamp with a long stand on the end of his nose, while steadily going forward on a small barrel which he revolves with his flippers. In another trick he rolls over and over on the floor while steadily balancing a large ball.

"Then there is the performance of the five animals that constitute what I call my orchestra. Three blow horns, a fourth plays cymbals attached to his flippers, while the fifth makes the bass-drum resound through the arena with reverberations which no human player would dare to provoke. I believe the sound of the drum produced through his own efforts appeals to him, and he seems to take a great pleasure in it.

"In a class by itself, however, in the world of performing animals is the bell solo performed by my star sea-lion musician. A series of buttons rigged up to bells present somewhat the appearance of the manual of a piano. In this number he actually picks out the notes of a musical piece, nodding his head when he presses the right one and growling softly to himself if he by any chance plays the wrong note. He really seems pleased at his capability, and instinctively knows when he is not giving the proper performance.

"As to the speed of the sea-lion under water," said Trainer Huling, "I am of the opinion that for short distances he can swim almost as fast as a porpoise. He uses much the same style, travelling a short distance under the water, and then coming up for air, to descend again immediately. Considering the average speed of a submarine under water to be about twelve to fourteen miles an hour, it appears to me that the full-grown sea-lion can easily catch and pass a submarine if within reasonable distance of the vessel at the start. I do not believe that he maintain this rate of speed over a stretch of hours, but for short distances his speed is fully equal to this rate.

"The sea-lion is not a deep-sea animal. This is shown by the natural habitat of this species. They are found mostly in shallow water, where they can come up on a pile of rocks to sun themselves and sleep. Of course it is sometimes necessary for them to descend to the depths in search of food, but inasmuch as five minutes is the longest time they can stay under water, it is unlikely that they are in the habit of going far below the surface except when very hungry."

While the sea-lion belongs to the seal family, there are important distinctions between the first-named animal and the fur-seal. The sea-lion has distinct external ears, while the fur-seal has only holes in his head for hearing. The sea-lion has thick hair, but not fur like the fur-seal. The sea-lion's hind flippers can be turned forward for walking, and, therefore, it has much better powers of movement on land than the seal, whose hind flippers are turned backward and can hardly be used except for swimming. The fur-seal moves on land by a jumping process. The sea-lion has a sharper nose than the seal and a short, sharp, dog-like bark quite distinctive among sea creatures.

The sea-lion is so called because it has a small mane about its neck, which, however, only becomes noticeable when the animal is quite dry.

A very interesting fact about the seals is that they are all fond of music. In a wild state they will always come up and listen to a man who is playing music.

They have an extra development of the transparent covering of the eye, which enables them to see much better under water than the purely land animals.

The degree of intelligence of every animal appears to depend largely on the possession of a natural equipment adapted to winning the battle of life.

Looked at from this point of view, the sea-lion is splendidly equipped by nature, for he has a long, wonderfully flexible neck, with jaws fitted with sharp teeth for seizing things. The animal has an exceptionally large brain for its size.

Surely the under-sea pirates must have despaired when they found that even the sea animals were fighting against them.

Twilight Tea Gowns by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at 37 and 39 West Fifty-seventh street, New York, and 1400 Lake Shore Drive, Chicago.

"Tu M'Amuse," a Silver-Embroidered Tea Coat Over a Slip of Flesh-Colored Satin

"The Eternal Savage," One of the Season's Most Alluring Tea Gowns

"Divination," a Twilight Tea Gown of Pronounced Oriental Character

By Lady Duff-Gordon
("LUCILE")

TEA gowns are a part of the poetry of dress. They are beautiful, intimate, yet have subtleties and mysteries of their own. In degrees of loveliness enhanced by quality of clothes the evening gown stands first, the tea gown second. The evening gown has more or less of the chill of stateliness, but the twilight tea gown is cosiness itself. In the sense of intimacy the tea gown is the more allying.

These tea gowns which I show you to-day have a highly individual charm. "Divination" is the name of the gown disclosed to you by the large right-hand figure. Its foundation is a slip of rich Oriental brocade of changeful colors. Over this is draped in long, graceful lines a coat-like garment of darker chiffon. The band about the neck and the ornament depending from it, the jewelled girdle, the drapery about the knees extending from the train of heavy brocade, lined with satin of a pale shade, all bespeak Oriental origin. A small Oriental design appears in colors in the chiffon drapery. Mark the touch of warmth and added richness in the fur banding of the sleeves.

"The Eternal Savage" is the appellation which I have assigned to my second creation, seen in the middle figure. Its rather formidable designation is suggested by the collar of leopard skin. I have felt that I was making no mistake in this adornment and in assuming its significance.

Man the hunter! Fie! Read your Bernard Shaw, especially his "Superman." "The Eternal Savage" looks harmless enough in its gentle folds of cloudy chiffon, its graceful lines defined by silken girdle and side sash end. But harmless, too, seems the panther until its velvet paws release the deadly claws. I will not pursue further the comparison lest I prejudice you against this, one of the loveliest tea gowns I have ever created. Although in their heart depths women know, and do not deny, that when it pleases them they become man hunters.

The small upper left-hand figure reproduces a photograph of the third of the twilight tea gowns, "Tu M'Amuse." Over a short slip of flesh colored satin is worn a tea coat of dark chiffon embroidered in silver. It is fastened at the back by a sash of lace bound with a fold of the satin.

Return Of Fantastic Head Dresses Startles

Fashionable Women Adopt Striking Styles Started On Stage In Paris—Grecian, Persian And Japanese Types Among Those In Vogue

(*New York Sun*)

It is only in certain epochs of the world's history that women take interest in ornamental and fantastic hair dressing. Such an epoch now dawns. One can see the rosy fingered lights appearing above the horizon.

But there is no cause for the hairdressers to leap with joy, for the type of ornamentation that is put on the coiffure is not of their making. It may be in Paris; it is not in America. In this country the milliners attend to whatever is ornamental on the head. The hair dressers are busily absorbed keeping the hair in condition, cutting it, curling it. It seems they have plenty to do. Even in the smaller towns it is often necessary to make an engagement a week in advance for thirty minutes' work.

Perhaps one should use the word "head dress" instead of "hair dress" in referring to the new type of coiffure. Some of it so completely covers the head that one suspects a hasty and careless pitching together of the locks beneath it. Certainly it is a temptation to adopt the type of hair dress that permits one to eschew the curling iron, the permanent wave and the hair net. It might be a good idea to give the hair a rest for half a year from all the tortures expended on it in the name of fashion and smart dressing. So that the Indian turban, the Juliette cap and the Arabian swathings do little damage to the hair.

Women have already begun to go about in the evening with their heads adorned in the way that has always been considered necessary in those ultra-civilised countries that lie below the Mediterranean Sea. In large sectors of American society this ornamental head dress had not taken hold, but judging by the extraordinary popularity of the Castle cap and the Castle bandeau throughout the urban, suburban and rural free delivery districts of this continent one is inclined to believe that the bit of something ornamental in the hair will soon be demanded by those who live far from the congested districts of high fashion.

Worn With High Neck Gowns

The fashion began in Paris a year ago. The women took it up because they were not permitted to wear low gowns in the evening. They felt the need of some sartorial gayety about their costumes, so they tucked things in all over their hair.

The stage exploited the idea to such an extent that it became a right subject for the cartoonists. Such women as Gaby Deslys and Mistinguett—both idols of the American soldiers—made their fantastic head dress the most notable things in their performances. What the stage accentuates and exaggerates the public modifies and accepts.

When Mrs. Woodrow Wilson appeared at the opening of the opera in Paris she yielded to the new fashion, and wore around her dark hair several bandeaux of jet and diamonds with fountain sprays at the side. Every woman in the opera house, it was said, wore some distinguishing head dress, and the reporters spent their time listing the ornamented heads, rather than the half clothed but brilliantly arrayed bodies. The head dress was the news note.

From that day to this it has spread like prairie fire. The individualists find the field ripe for extraordinary experiment; the amateurs go timidly into the fashion and adopt some minor form of it.

Those who know their Paris felt sure six months ago that if these ornamental head dresses grew in power and fashion the pre-war head dress party would be revived. And this happened. For three months it has been a delightful and surprising type of Parisienne entertainment.

The writer does not think of this kind of party without a shiver down the spine, for it is connected in the mind with an Apache raid, a mad night ride in a taxi and a police court. The story cannot be told here, but it would make a "stranger than fiction" narrative if written for a magazine. Those who were present at this particular pre-war head dress party in a certain fashionable district in Paris will probably forswear the new fashion with a feeling akin to terror because of the memories revived.

It is quite probable that Paris has not had a head dress party since those immediate pre-war days, when it was in high fashion. Its return to favor means a return to light-hearted gayety. Those in America should take up the idea as a novel means of entertaining, for while a woman may not care to invest the money and time necessary to get up an entire fancy dress costume. She is quite willing to do up her head according to some ancient fashion or after some interesting or savage race of people. Ideas are plentiful, the work is simple, and the transformation of the face, when well done, gives its own cause for merriment.

Simple Forms Of Ornament

Whether or not the Americans adopt fantastic headdress, whether they wear Persian turbans with jewels, Cossack caps of satin and jewelled net or Juliette caps of pearls and sapphires, they will probably take up to a great extent those simple forms of ornament which call for one or more bandeaux and a towering feather at the side. This is the fundamental form of hair dressing, and it continually makes its appearance whenever the sleek, plain coiffure goes out of fashion.

The woman who indulges in a distinctive coiffure can carry off its simplicity with an air; and women have already begun to change their coiffure in a startling manner from what has been accepted for several years.

The bobbed head has become so widely accepted that it no longer causes a thrill of surprise. Even women with white hair adopt it, and young women take it as a matter of course. This was the first departure from the normal in hair dressing that America experienced, and now she is getting into her full stride, with white wigs, the sleek Japanese coiffure with the point of the hair in the middle of the brow, the high careless coiffure of the Directoire victims who escaped the guillotine and the smooth Grecian one, with its Psyche knot in the middle of the back.

There is no attempt to bring back Victorian coiffures with Victorian hats. So far false hair is utterly worthless. Curls and pompadours, large braids and loops have no place in the modern scheme of things.

No doubt we will adopt this manner of making ourselves more gay and conspicuous for the evening, because it seems certain that this ornate head dressing will be one of the fashions of the hour, although our summer life does not call for brilliant attire, as it does in Europe. However, all fashions creep slowly into wide acceptance, and it is probable that this idea of adorning the head may not have a strong grip on the public until early autumn.

There is one thing—and it is important—that the average woman should guard against when she puts do not clash against her gown. That does not mean the color of the gown, nor especially its material, but its type, its style, its period. For instance, one should not wear Grecian bandeaux with a Babylonian frock, nor the shellacked Japanese coiffure with a flounced black tulle and jet frock, nor a turban of gold which has colored feathers or an ornament of jewels with a simple muslin evening frock. It takes study to match one's coiffure to the period of one's gown. It makes for failure if one neglects this subject.

There are more headdresses in fashion at the present moment than there are frocks, if one glances over the sketches that come from Paris and the things that are seen in fashionable American society, so it should be comparatively easy to avoid mixing periods and races and countries in hopeless confusion.

Probably the bandeau, with its upstanding ostrich feather, its paradise or osprey, is a neutral ornament for the hair, for it does not clash with any kind of frock. When one adopts three bandeaux then one gets into the Grecian style, and the gown must correspond. The Japanese coiffure is limited to a very few types of costume, but it is receiving an immense impetus toward success in both Europe and America.

Do not let the mind leap to a conglomeration of fans and dangling ornaments with huge pillows over the ears when thinking of the Japanese coiffure. The effort of smart women who adopt it is to see that the hair is highly brilliantined, so that it appears varnished; that it goes sleekly back from the forehead, and has a decided point in front which is put there by art, if nature has failed to imprint it on the physiogomy. Some people are born with this touch of beauty, but they are very few, and those who are clever in the art of making up have learned to pull the hair slightly downward with a brilliantined comb and accentuate the point by shadowy crayon work.

Of course all this ornamentation is put on the hair for the evening. The Japanese coiffure means nothing in the day, because we continue to wear our hats on a level with the eyebrows. It is not an impossibility to get hold of afternoon house gowns or evening gowns that go with the Japanese coiffure, for the Paris and American designers drew much of their inspiration from Japan when they created this season's output of clothes. The figured brocades, the immense sashes, the butterfly bow at the back, the three-quarter open sleeve, the drawing upward of the skirt from the end of the spine to the front of the waist, are each and all Japanese features. When these are incorporated into a frock the touch of a Japanese coiffure makes the resemblance perfect.

It is not probable that we of this country will begin to paint our eyes in an oblique line, as women are doing abroad, in order to make the facial expression correspond to the costume and the coiffure, but it is rather interesting to know that it is being done.

Ingenuity has had a wide fling in headdresses. This is evident from the absence of commonplace ideas. Whatever is traditional has been omitted. Even the turban of cloth of gold, which has been lifted from the battlefields that lie below the Mediterranean, has an immense plume that falls over the shoulder to the bust instead of rising stiffly from the middle of the forehead, as one would expect it to do. This trick is quite successful because it is becoming. The thickest and longest ostrich feather is used and it is dyed in brilliant colors like cherry, or bishop purple, or bright blue. This type of turban is so gorgeous that it is only worn with a frock of supple brocade or satin, and sometimes dead white satin at that.

There is a curious tendency shown by several of the best turbans to let their trimming droop downward instead of mounting upward. One of the extremely successful theater turbans, made of black tulle, is wrapped about the head in the ancient way and has a thick paradise that falls downward over the cheekbones and curls under the chin. This is worn with a black tulle gown which has shoulder straps of jet.

There is a Grecian turban of golden brown silk tulle which fits over the coiffure and makes one think it is hair and not net. It is held to the head with wide bands of dull gold, which are caught behind the ears with Roman coins. This was worn by a young woman who was sufficiently clever to mount it above a Grecian frock of pale yellow crepe de chine, caught up on the shoulders with garlands of yellow satin roses.

Women have also shown themselves clever in adapting the Oriental turbans to a half decolletage rather than an extremely low one. They have given the bandeau, with its uprising osprey, the place of honor with the new backless bodices that are being exploited wherever people flock together to dance or to see the play. These bodices are sometimes shocking, again they are rather attractive. One of the new tricks is to tie the sides of the bodice to the shoulder straps with a bow of tulle or satin ribbon.

Will We Exaggerate It?

No doubt much that is hideous will be evolved from these attractive headdresses before the season is finished. All women are not artists, and even artists indulge in far too much license at times. We may live to deplore the return of a period of ornamental hair dressing. There may come, even in six months time, a drastic upheaval which will signify a protest against it and bring us to some type of severe hair dressing, in repetition of what occurred when Marie Antoinette was Queen of France.

Hair dressing reached its apex at that hour. As some seers have said, it grew as high as the guillotine, which finally ended it. It has been a feature of fashion that women have never played with gently; not only in France but in England, in Holland and in the Slavic countries, as well as the Oriental ones, women have taken to dressing the head with an avidity that they never gave to gowns. They have invented monstrous things as frames for their faces. They were threatened with excommunication by the Pope of Rome in one century, but even this dire threat to a Roman Catholic country did not diminish one whit the height, breadth or maghificence of the towering edifices that they put on their heads.

Are we on the eve of a revival of much of this mediævalism? Why not? We have done it in war, in apparel, and in mentality. Why should we omit headdresses?

LATEST IN PARIS HATS

Novel Effects In Trimmings For The Season's Millinery

Some interesting sidelights on what Paris is doing in the way of Spring and Summer millinery are given in recent correspondence from the fashion representative in that city of the Retail Millinery Association of America, who says in part:

"A few gay and brilliant rays of sunshine have brought us quite a new and different aspect in the world of hats. Ribbon has lost its prestige, and silk in general seems to be rather neglected. There is apparently a strong tendency toward flowers, either big or small ones. I have noticed some very nice close-fitting toques entirely made with flowers, should it be roses in their natural color or in a pretty shade of copper, or daisies or anemones. They are veiled with a tulle, a brown tulle most of the time, because it softens the whole appearance of the hat.

"Big daisies are quite fashionable. Besides the toques they also trim medium-sized mushroom shapes, either flat on the brim or around the crown. There are also big roses made half velvet and half taffeta of a soft pink with a long stem and a sort of black fancy foliage looking like thin straw. This is quite new and trims most attractively a hat of pink crepe georgette. Foliage is pretty successful, too, especially in white. I have seen a little toque of white crepe georgette most prettily combined with tiny ivy leaves, same color.

"Tulle also gets its part of the Parisine's favors at present. It is much seen in brown draped in sort of turban and having from place to place, and going right through it, long jet nails, which seem to pin the drapery. Fulle also makes thick draperces. The effect is smart and dressy looking, around close-fitting toques of picot. There is a thick silk embroidery running all over this tulle and which make it look as a smart embroidered veil. If the straw is black the tulle will be of the same color and the embroidery white; if straw and tulle are brown, the embroidery will be of a sand or beige color. Black and white is always very attractive, and I dare say that in a short while we might see it becoming just as successful as it had been a few years ago."

When My Boy Comes Home

By MIMOSA

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

NEW COLORS FOR WAISTS

Shades Adopted By League For Use In The Coming Season

New York, May 4.—Distribution will begin tomorrow of the Fall (1919) color card of the United Waist League of America, the shades in which have been adopted by the league and recommended by it for use in the making of merchandise for the coming season. The new card contains twelve colors that have been agreed upon as most suitable for all concerned, including the ultimate purchaser, and their choice is the result of conferences that have taken place between the country's leading silk manufacturers and the most prominent producers of waists.

The card in question has five colors more than the one issued last Spring, and contains three new shades. These are to be known as Dane blue, true blue, and mahogany. This is the complete list: Ivory, flesh, pearl, bisque, Dane blue, true blue, mahogany, taupe, prune, seal, navy, and black. Commenting yesterday on the new cards, Executive Director M. Mosessohn of the league said:

"The work accomplished represents the most constructive step that the waist industry as a whole has ever taken. It would not have been possible if we had not had the co-operation of the silk manufacturers. They have been pleased with the opportunity of conferring with us, and have given valuable suggestions. There is no doubt in my mind that the whole industry will save money through the adoption of the color-card idea. It is something that has been needed for a long time. A great many requests for the Fall card have already been received at the office of the league."

THE LINGERIE

The pencil silhouette that still prevails is not merely a matter of the frocks one wears or the stays beneath them, but the lingerie worn with them has had its share in producing this hipless appearance. So as skirts shorten or widen, lengthen or grow narrow, the lingerie designer must alter her plans.

The complete change in skirt proportions that has taken place has called for a right-about in petticoat construction and recently the lingerie makers have been confronted with the problem of making a suitable slip to be worn with the chemise frocks that still are worn.

More and more interest is taken in children's underwear, and nowadays the daintiest fabrics are used for it. To be sure, the sensible mother buys nothing but muslin of some kind, for only those fabrics which launder readily are suitable for children.

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Health, Beauty And The Home

Meals in the Open Air

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

ONE of the hopeful aspects of this country of ours is that it is so willing to change its tastes, habits, etc., and to assimilate the best which is brought to us by the foreign born who come to live here. Everywhere you will find a general modification of taste and habit constantly going on.

One of the most striking of these changes is the growing desire to eat outdoors in the way so characteristic of so many peoples across the sea. The English habit of taking afternoon tea in the garden is widely known, and very probably will be missed by our own boys who have tasted its pleasantness during their sojourn abroad. The French build loggias and breakfast rooms opening on a terrace, and the Italians have gone still further in eating under vine covered pergolas.

The advantages are so obvious that it is surprising that we are only so recently following suit. To eat outdoors gives the eye the restful vista and the lungs the free air while enjoying the pleasure of taste. There is no smoke or odor of cooking—nothing to mar the feeling of delight. It is well, then, that we American families are beginning to take breakfast on the piazza and to lunch and dine al fresco.

For the housewife such a plan offers new possibilities in serving. For the guest it offers the charm of health and novelty. Since most of us to-day spend our lives cooped up in office or store, it is strange that we should eat in a still more cooped up house when we could enjoy the relaxation of outdoor eating.

Practically, a meal outdoors is always simpler to serve. It is possible to pile one or two trays with all the food and dishes required and either carry or wheel them to the outside porch. In these "tray meals" the meat and vegetables are placed on a single platter instead of using separate serving dishes, which, of course, saves dishwashing. Often saucers and sauce dishes may be similarly omitted following the English custom where all vegetables are served on the plate direct, and a sauce dish being unknown as part of a china set. The art of arranging these "tray" or "platter" meals is one worth study, as the most attractive and eye-resting results may be achieved.

Just a bowl of salad often proves the most refreshing dish on a hot Summer evening. The housewife who serves al fresco meals should also rely frequently on the jellied forms of meat, meat loaf, and fruits and vegetables in aspic or gelatine. These can be prepared in the morning or on the day previous, and besides being more healthful in Summer will save all pot washing at night.

In exceedingly hot weather little children are likely to become fretty and refuse their food. To let such a child eat outdors will tempt its appetite. Indeed any meal may be made into a "picnic" so easily that it is surprising more mothers do not follow the plan frequently.

Instead of eating on a porch the meal may be easily packed into baskets and carried to a nearby woods or park. Not only do such meals mean relaxation for the tired head of the family but for the housekeeper, since they remove any need for much of the "clearing up" and washing of dishes.

There are on the market excellent white pasteboard plates so attractive in finish as to rival the best china. These come also fitted with a paraffin lining so as to make them impervious to liquids. These plates and other dishes come in various sizes and make the serving of an outdoor meal truly attractive. Paper cups, sauce dishes, etc., are also manufactured and these find many uses as holders for olives, salads, etc.

The outdoor meal is not complete unless accompanied by one or more vacuum bottles or jars for keeping liquids hot or cold. There is a small jar holding a pint which may be filled with iced salad or cream and taken in the basket. The ...ary vacuum bottle may hold ...ade or other fruit beverages, or whatever desired.

A set of cheap forks, spoons, knives, salt cellars and mugs may be kept exclusively for picnic and outdoor use.

Although a "bacon bat" is supposedly for young people, there seems no reason why its idea cannot be extended to the whole family. In this plan each person who goes on the tramp carries his own bread, a tin of beans and sufficient raw bacon to broil over the common log fire. Instead of the monotonous course meal eaten in the stuffy house on a Saturday evening, why not persuade the family to pack up its kit and start on a "bacon bat?" Such a supper outdoors will certainly refresh and banish the cares of the day.

In one town which the author visited on a lecture trip there was a small but attractive park near the city. And here had been placed at the order of the city council what might be called small brick ovens. These consisted of two very large hollow tiles. One was laid horizontally on the earth, while the other was placed vertically at the opening of the other, thus making a small chimney. The fire was started by small twigs and leaves in the horizontal tile, on which a coffee pot, skillet or sauce pan could be placed.

The day the author was there she saw hundreds of families enjoying this sensible outdoor plan. Even the children could make a fire without any danger in these little ovens, while the tired mother could easily fry her chops and heat her coffee over one of these quaint ovens. Is this not a plan worthy of being followed in many other parks?

The al fresco meal is not a fad but a healthful form of Summer eating. If it so benefits the fatigued worker as well as rests the one who prepares the meals, why do we not all pledge ourselves to try it more frequently during the coming hot days?

"Give the arms a half hour of vigorous exercise twice a day."
Photograph Posed by MISS MARION DAVIES at CAMPBELL STUDIO

Shapely Arms

By Lina Cavalieri,
The Most Famous Living Beauty.

NO woman, or man, either, for that matter, can or would deny the charm of a pretty, well shaped arm. Any woman with scrawny, thin looking arms soon forfeits her claim to be called beautiful, notwithstanding her smooth skin and regular features; while the woman with fat, beefy looking arms is in danger of finding herself classed with the popular pugilist champion of the day.

On the other hand, beautiful shoulders and a perfectly rounded arm, with a shy little dimple in its elbow, will go far to make up to a plain woman for her painful lack of symmetrical features and lovely hair.

Arms, like shoulders, should possess shapeliness and proportion. That is, they must seem to be of the body and included in the original plan, instead of being hastily added as an after-thought. They must be perfectly moulded and yet be efficient and graceful in all their movements.

Briefly, here are the proportions that have been accepted by competent judges as being the right measurement for a woman whose height is approximately five feet five inches. The upper arm should be one-third shorter than the forearm. The circumference of the upper arm should be thirteen inches; while the forearm should be nine inches and the wrist six inches. If you are a trifle taller than this, then your arm should also exceed these proportions by a very slight degree.

The really beautiful arm looks as though it were made for ornament, not for use. No muscle is unduly prominent. It should be as soft and smooth as white velvet. If the arm is too fat, it can be reduced by massage with the wringing motion. The arm should be manipulated exactly as though you were wringing out clothes before hanging them out to dry.

To develop arms that are too thin, there are many exercises. Small dumbbells weighing half a pound can be swung to great advantage. Also, this is valuable to develop the muscles of the shoulders and arms. Stretch the arms horizontally from the body until the muscles are tense. Then slowly raise them above the head, trying to keep the muscles rigid.

Again, clench the fists and, stretching the arms horizontally at the sides, raise and lower the arms. This develops the biceps. Clench the fists and turn them slowly about on the wrists to make the wrists supple. Light massage with olive oil supplements these exercises.

I know a girl who otherwise had a charming figure, but whose arms were distressingly thin. It took two years of the closest kind of attention to make those arms attractive, but she succeeded, and now she is the happiest person you ever saw.

The only means she used were a change of diet to more nourishing and muscle-building food, a half hour twice a day of vigorous exercises, and daily massage with cold cream or olive oil. The results were soft, well rounded, pink-white arms that charmed every one who beheld them.

An exercise that develops the arms and the back and the bust as well is this: Hold the arms down straight at the sides and inhale deeply. Clench the fists. Bend the elbows. Bring the fists to the shoulders, moving only the lower arms. With the fists resting at the shoulders, raise the elbows to a straight line with the shoulders. Next move the arms down slowly until they fit close into the arm pits. Move the fists slowly around to the back, crossing them, and then lowering the arms to the first position. Keep the muscles tense while so doing. This is a famous resistance exercise.

If the texture of the skin on the arms is coarse, a dry rub every day with a soft flesh brush should open the pores, whose long collecting accretions have made the skin rough. This treatment will make the skin tender. If it seems sensitive apply a good cold cream every morning and evening. After the morning application powder may be added. A nightly scrub with soap and water is also beneficial.

Tested Strawberry Recipes

By Mary Lee Swann,
Principal, Scudder School of Household Arts.

Frozen Strawberries.

MIX 1 quart of berries, carefully picked over and washed, with 2½ cups of granulated sugar. Add 1 cup warm water and set aside for 2 hours. Then freeze, using 3 parts ice to 1 part salt.

Strawberry Ice.

PREPARE a syrup by boiling 1¾ cups sugar with 1 quart water about 10 minutes. Cool, add 2½ cups strawberry juice and 1½ cups lemon juice. Freeze, using 3 parts ice to 1 part salt.

Strawberry Sauce.

BRING 1 cup strawberry juice mixed with ½ tablespoon lemon juice to the boiling point. Mix ½ tablespoon cornstarch with a little cold water and stir into the hot mixture, stirring constantly. Add about 4 tablespoons sugar and let boil up again. More sugar may be used if needed. Serve hot.

Strawberry Jelly.

SOAK 1½ tablespoons gelatine in 1-3 cup cold water and then dissolve by setting the dish in hot water. Add 2-3 cup of sugar, cool and add the juice of 1 lemon and 2 cups of strained strawberry juice and pulp. Turn into a ring mould and chill. Invert and garnish with whole berries and candied mint leaves. Serve with or without whipped cream

Strawberries au Naturel.

PICK over and wash berries carefully without removing the hulls. Make little mounds of powdered sugar by packing it into small timbale moulds and then turning it into the centre of small plates or serving dishes. Arrange the berries in a circle around the sugar mound and eat with the fingers. The hulls are left on the berries so that they can be eaten more conveniently.

Hard Strawberry Sauce.

BEAT ½ cup butter or butterine until creamy. Add 1½ cups sifted powdered sugar gradually, beating constantly, and 1 stiffly beaten egg white. Then add ½ cup crushed and sweetened strawberries and mix carefully.

Strawberry Whip.

WASH strawberries and crush or press them through a potato ricer. To 1 cup of the pulp add 1 or 2 unbeaten egg whites. Turn into a large bowl and beat with a Dover egg-beater for 15 minutes. Sweeten to taste.

Strawberry Parfait.

WASH, pick over, hull and mash 1 quart of strawberries. Sprinkle with 1 cup of sugar, cover and let stand several hours. Pass through a sieve. Mix 1 cup sugar with ½ cup water, bring to boiling point and boil until syrup will spin a thread when dropped from tip of spoon. Pour syrup gradually while beating constantly on the whites of 3 eggs, beaten until stiff. Cool and fold in 1 pint of cream, beaten until stiff. Freeze the strawberry juice to a mush, add cream mixture and continue the freezing.

Strawberry Sponge.

SOAK 1¼ tablespoons gelatine in ¼ cup cold water. Dissolve over hot water. Add 1 cup of sugar, stir until dissolved and strain. Cool, add 1 cup of strained strawberry juice and pulp and the juice of 1 lemon. Place in bowl of ice water, beat until light and then add the stiffly beaten whites of 3 eggs and continue beating until the mixture is firm enough to hold its shape. Turn into a chilled mould, garnished with berries and set in icebox to become firm. Invert and garnish with candied mint leaves and finely chopped pistachio nuts or serve plain with whipped cream.

Strawberry Ice Cream.

SCALD 1 quart of cream, or rich milk with 1 cup of sugar and then allow to cool. Freeze to a mush, using 3 or 4 parts ice to 1 part salt. Add 2 cups of strained strawberry juice and pulp mixed with 1½ cups of sugar and the juice of ½ lemon. Continue freezing and when sufficiently frozen remove dasher and pack with ice and salt.

Strawberry Bavarian Cream.

SOAK 1¼ tablespoons gelatine in ¼ cup cold water. Dissolve over hot water. Add ½ cup sugar, stir until sugar is dissolved and strain if necessary. Cool and add the juice of ½ lemon and 1 cup of strained strawberry juice and pulp. Set in pan of ice water and when mixture begins to congeal fold in 1¾ cups of cream, beaten until stiff. Turn into a large mould generously sprinkled with finely chopped pistachio nuts and set aside to become firm.

Strawberry Tarts.

ROLL puff paste into a sheet about 1-2 inch thick. With a small cutter, dipped in hot water, stamp out the shapes. With a smaller cutter score the top of each piece of pastry. Prick several times with a fork, chill thoroughly and bake in a rather quick oven. When baked, remove the scored centres and fill with sweetened berries. The berries should be washed well, crushed slightly, generously sprinkled with sugar and set aside for an hour or more before filling the pastry cases. Decorate each tart with whipped cream. Any housekeeper who is especially interested in pastry making can vary her tarts by placing a narrow border of choo paste around the edge of the little paste shapes before baking. Choo paste is the foundation for cream puffs, eclairs, etc. It is easily made and gives a "professional" look that is sometimes desirable as a change in our home cookery.

Strawberry and Pineapple Salad.

PLACE a slice of canned pineapple on a bed of crisp lettuce leaves. Place a mound of strawberries, previously washed, hulled and cut in halves, in the pineapple. Serve with the following dressing: Mix 4 tablespoons olive or other vegetable oil with 4 tablespoons pineapple juice. Then add 2 tablespoons honey, 2 tablespoons lemon juice and ¼ teaspoon salt.

Choo Paste.

BRING ½ cup of butter or butter substitute to the boiling point with 1 cup of boiling water. While the mixture is boiling add 1 cup of sifted flour gradually, beating vigorously every minute. The instant the mixture cleaves from the sides of the pan turn it into a bowl and beat in 1 unbeaten egg. When this is thoroughly beaten add a second unbeaten egg and beat again. Add a third unbeaten egg and beat vigorously a third time. Place the batter on baking sheets in balls or in eclair shapes and bake until light and well browned. This paste is also used for tart or fine cake borders and is extremely useful for French pastry combinations.

Strawberry Shortcake.

MIX and sift 2 cups flour, 4 teaspoons baking powder and 1 teaspoon of salt. Work in 4 or 5 tablespoons of butter or butter substitute with 2 forks or the tips of the fingers. Add enough liquid to make a soft dough. Mix lightly and divide the dough in two equal parts. Put out the dough to fit two tins. Put together with strawberries which have been crushed and sweetened and allowed to stand for an hour or more with the sugar. Cover with the berries and decorate with whipped and sweetened cream. Individual shortcakes may be made by baking the dough as biscuits, then splitting them with the fingers or silver forks and filling and garnishing as usual. The lower round is usually buttered generously.

Beauty Questions Answered

ON my left cheek there is a mole that greatly distresses me. Could this be removed without leaving a scar?—W. C.

Electrolysis, if employed by an expert, will drive the most stubborn mole from any face, leaving but little if any scar tissue. Another method is the use of frozen carbon dioxide or "carbonic snow," as it is sometimes called. The latter is an excellent means of removal, because in the hands of a good physician it is practically painless, the intense cold producing a species of local anesthesia.

MY lips are rough and puckered looking, especially in the Spring. Please advise me of a good pomade that will keep them smooth and pretty.—MARGUERITE B.

Be careful not to pout too much. If you have that habit you will find that this is one reason your lips chap so easily. Here is a pomade with which you should lightly massage your lips every night:

Oil of sweet almonds	125 grams
White wax	28 grams
Spermaceti	28 grams
Oil of bergamot	1 gram
Oil of geranium	2 grams

CAN you tell me how to get rid of an ugly purple birthmark on my upper lip?—CONSTANCE.

There are several methods in vogue for removing these bluish discolorations known as naevi. One physician tells me that his favorite method is to slough it off by the use of carbon dioxide. Others do it by introducing catgut sutures under the skin at the base of the mark, taking several sittings, if necessary, for this purpose. These sutures impede the circulation and close off the color deposit, and after a while the growth dies of malnutrition and is eventually replaced by healthy colorless tissue.

WILL you tell me of a nourishing cream suited to a worn-out skin, and yet one that will not induce the growth of hair?—C. C. L.

Here is one that cleanses as well as feeds the skin. Its ingredients are simple, but the combination will be found especially grateful to a worn-out skin like yours:

Almond oil	2 ounces
Spermaceti	½ ounce
White wax	½ ounce
Cucumber juice	1 ounce

MY life has been a perfect miser, for several years because I have such a horrid growth of hair on my chin. Do you know of anything that will help me?—MRS. J. K. H.

The only ray of hope I can hold out for you lies in the electric needle. Permanent results cannot be obtained from local applications of the so-called depilatories. Of course, barium or strontium sulphide and other hair destroying agents will corrode the hair so that it can be scraped off with a blunt knife, but this will be only temporary because the hair follicle itself is not killed.

ALTHOUGH I am excessively thin I am very fond of Turkish baths. Do you think they are bad for me?—L. R.

A Turkish bath may be taken once a week without injury, provided it is taken prudently. A woman who is thin should not remain in the hot room more than ten minutes. After the scrub do not lie in blankets, as your fat sisters do, to induce perspiration, but go to a cooler room and there take a massage, asking your masseuse to use the following, which is excellent to put flesh on the meagre body:

Tannin	½ gram
Lanolin	15 grams
Oil of sweet almonds	10 grams

NOT only is my bust undeveloped, but my entire body is too thin. How shall I go about adding to my weight?—MISS B. B.

By putting yourself on a careful dietary of flesh forming foods; by exercising daily in the open air and by massaging your whole body with this wonderful curve-making and flesh-building cream:

Fresh mutton tallow	6 ounces
Lanolin	6 ounces
Spermaceti	½ ounce
Cocoanut oil	4 ounces

PLEASE tell me if the application of the electric needle to a superfluous hair growth is painful.—S. B.

Naturally this treatment can seldom be accomplished without some pain but I understand that is never very severe. However, some physicians administer nitrous oxide and oxygen analgesia, which renders the process painless without producing unconsciousness. The process itself is necessarily quite tedious and requires considerable skill and dexterity to make sure that each bulb is absolutely dead and cannot permit the growth of any more hair.

I DO not eat to excess, yet in spite of all my precautions I am but a formless sea of flesh. I exercise all the time, but that doesn't do me a bit of good.—MRS. S. T.

From the harems of Constantinople, which are filled with the over-plump ladie that are the fashion over there, comes this recipe which is used, so an escaped inmate tells me, when a favorite becomes too fat. In such a case the overlord orders that she be given a bone-deep massage daily with this lotion:

Iodide of potassium	2 ounces
Camphor water	2 ounces
Alcohol	2 ounces

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Boiled Rice with Dates, Scrambled Eggs, Coffee.	Stewed Rhubarb, Baked Bacon, Creamed Potatoes, Muffins, Coffee.	Stewed Prunes with Lemon, Cream Sauce Omelet, Coffee.	Canned Fruit, Oatmeal, Toasted Muffins, Coffee.	Cereal with Dates, Poached Eggs on Toast, Coffee.	Oranges, Cereal, Brown Bread Milk Toast, Coffee.	Oatmeal with Figs, Eggs Shirred in Tomato Sauce, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Jellied Vegetable Salad, Individual Strawberry Shortcakes, Tea.	Luncheon Macaroni, Lettuce Salad, Cup Cakes, Tea.	Cold Sliced Beef Loaf, Buttered Noodles, Lemon Jelly, Tea.	Scalloped Salt Codfish, Corn Cake, Lettuce and Fruit Salad,	Salmon Croquettes, Whole Wheat Muffins, Lettuce Salad, Pineapple Jelly, Coffee.	Vegetable Soup, Wheat Muffins, Baked Apple Salad.	Cream of Turnip Soup, Braised Beef, Brown Gravy, Baked Potatoes, Dandelion Greens, Cream Puffs, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Lamb Stew, Fried Salsify, Lettuce and Radish Salad, Gingerbread Squares, Apple Whip.	Roast Beef Loaf, Brown Gravy, Baked Potatoes, Buttered Beets, Boiled Onion Tops, Deep Apple Pie.	Noodle and Onion Soup, Stuffed Calves' Hearts, Creamed Potatoes, Apricot Souffle, Coffee.	Potato Soup, Boiled Leg of Mutton, Caper Sauce, Steamed Rice, Buttered Peas, Creamy Tapioca Pudding,	Fish Pie, Buttered Asparagus, Emergency Salad, Fruit Whip, Coffee.	Cold Sliced Mutton, Catsup, Baked Bananas, Scalloped Potatoes, Fruit Gelatine, Creamy Sauce, Coffee.	Boiled Rice with Canned Loganberries, Cream, Tea.

Household Helps Worth Knowing About

To Drive Away Red Ants.

POWDERED borax sprinkled in the refrigerator will help rid it of red ants.

A Fruit Icing.

CONFECTIONERS' sugar sifted with lemon or orange juice until it is smooth and glossy makes an exceptionally fine fruit icing.

Cleaning Feathers.

SOAK for five minutes in warm suds. Draw through the hand lightly and rinse in warm, clear water. Dry by shaking over the stove and curl with the dull edge of a knife.

Banana Marmalade.

BANANAS make excellent marmalade, especially those that are only medium-ripe.

A Meat Substitute.

ADD a cup of chopped peanuts and two eggs to cornmeal mush and beat smooth. Turn into molds and when cold slice and fry in bacon fat.

Cold Mashed Potato.

COLD mashed potato may be added to biscuits, doughnuts and bread. For doughnuts use half a cup to about two and a half cups of flour, and for biscuits a little more.

To Clarify Fat.

SET the fat in a small saucepan over the fire. Let melt and cook very slowly until the fat is still and no boiling is discernible, then strain through a cheesecloth. When cold it is ready for use.

Cleaning Lace Collars.

PUT the collars in a quart Mason jar, fill two-thirds full of gasoline and put in the cap and rubber band as usual. Let this stand for about an hour, giving it a shake every now and then. Then take the collars out and hang in the wind until the gasoline odor is entirely gone.

"Roast Beef" Gravy.

PUT a generous supply of vegetable fat in the pan, fry some slices of tomato and onion in it and remove them. Add a cupful of vegetable water and salt to taste and thicken with browned flour.

To Make Soap.

KEEP in the bathroom a wide-mouthed bottle, and into this put all the odds and ends of soap. When three-quarters full fill up with boiling water and add a teaspoonful of borax, the juice of a lemon and a little oatmeal. Turn out into a shallow tin and when set a good cake of soap will result.

Colorful Midsummer Fashions

Outdoor Things For Hot Weather, Now Being Shown, Are Gay And Smart, And Even Smocks Are Good Form

New York.—Feminine fondness for smart and colorful dressing is being gratified by the dealers, who have met the desire by introducing a new array of gorgeous midsummer things. Perhaps never before in America have there been so many lovely, filmy, summery materials and so much cleverness in making them up.

In all of the shops one sees Summer gowns remindful of the coming season out of doors. All of the new midsummer things are for the country. They are the only clothes which will have an excuse for existence in the months approaching.

Consider, at the outset, the morning hours, and review the new clothes which have made their appearance to fill this particular need. Morning shirtwaist frocks of English prints and calicos are the most fascinating. They have an old-fashioned charm which is quite irresistable, for the patterns used are those quaint, all-over designs which savor of our ancestors and their busy morning hours. These daytime dresses are made simply and unostentatiously, with little or no trimming and the least intricate manner of fastening. The most popular of them are in surplice fashion, the fronts of the bodices crossing and ending in sash ends that tie at the back.

One calico frock was of a bright red background with an all-over pattern of little black and white flowerlets scattered at regular intervals over its surface. It was surplice in cut and had a smart, white, coarsely woven collar and cuffs. The skirt, not too tight, was trimmed with three wide tucks above a wide hem. Other calico dresses are not so startling in color and just as charming in effect. They come in shades of yellow and green and blue.

Ginghams are more beautiful than they have been for many seasons. The colors are most surprising in their beauty—and once it was said that we could not weave good-looking ginghams in America. Plaids and checked and striped ginghams are having a wonderful vogue for the Summer morning dress. Like the calicos, they require so little trimming that they are most practical. One of pink checked gingham had cuffs and collar made of sheer white dotted Swiss, and these were trimmed with two rows around their edges of inch-wide ruffles.

Some of the calico and gingham frocks are trimmed with picot-edged collars and cuffs, and there are a few which have only their own material used for trimming in shaped frills, which are picoted.

Sports clothes are always fascinating. The Summer girl must have a certain amount of them. Each season seems to produce something more lovely in this respect than did the last, until the clothes for out of doors have come to be the most important in a Summer equipment. It may be that women are taking more to the open country, and it may be, again, that they realise the necessity of dressing the part. At any rate, there are large and varied assortments from which to make a choice.

Sweaters have gone by the board in the class of smart sport apparel, when just dressing and not warmth is the matter at stake. There are many complaints against them. They did not keep their shape; they were hard to pull on and off, (especially the slip-on variety), and they had not the style their latest new substitutes have. These are the short polo coats made of soft polo cloth and camel's hair. Some of them are cut in a rippled, flaring way, and worn without a belt, so that the extreme fullness flaring above a scantily cut, tightly fitting skirt gives a silhouette notable for its chic. Others are cut on straight lines, and worn with a belt either of leather or of the same material.

A coat of this sort is made of a new material known as blocked camel's hair. This fabric is woven so that one block an inch or so square stands up, and the nap of the next block is mashed down flat. The effect of this is to produce a series of squares different in tone and texture, though the material is the same. This coat was a light chocolate color, was made with a belt, and had a turned-back collar about four inches wide that ran into lapels reaching all the way to the bottom of the coat. The collar was of white knitted Angora wool done in a filet pattern. Nothing more interesting has been shown in this filet knotted work. Here it seems to have a real purpose and a necessity for being, for the work is primarily a trimming and looks its best when used in this manner.

Velveteen coats promise to be popular in the coming season for sports wear. But they must be in bright and unusual colors in order to be really good. There are some in

(Continued on Page 8)

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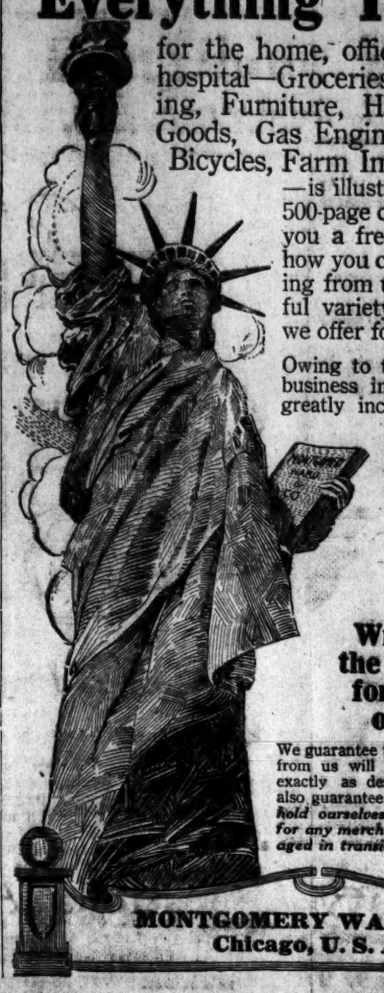

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Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

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Just before you go out, apply a little Pond's Vanishing Cream. It provides just the protection your skin needs to keep it soft, fine-textured and lovely.

Use it on your hands and face. It is instantly absorbed by the skin, leaving not the slightest trace of a shine. Notice the soft, velvety texture—the transparent, natural coloring it gives the skin.

Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

Whenever you want your skin to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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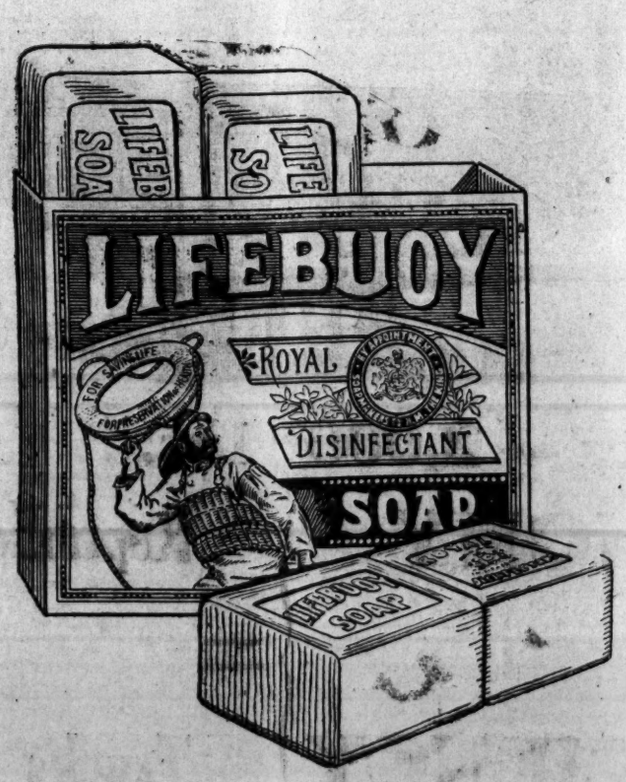

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AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 22, 1919

MACK TRUCK CLIMBS HIGH LOS ANGELES HILL

Machine Makes What Is Said To Be The Greatest Performance Ever Seen

What is said to have been the greatest hill climbing performance by a motor truck on record was enacted recently at Los Angeles when a one-ton Mack truck climbed the famous Baxter Street hill carrying a load of four tons. The Baxter Street grade is 29.06 percent, which means that for each 100 feet on the horizontal the truck went up more than 29 feet vertically. This was the first time this hill has been negotiated by a truck under any conditions. The grade is the steepest of any thoroughfare in Los Angeles and is the equivalent of an angle of 23 degrees.

"The performance of the one-ton Mack truck in this instance was not in the nature of a 'stunt,'" explains R. N. Morris of the International Mack Corporation. "The truck had been sold to the Wilshire Oil Company for use in construction work. It will be called upon to make a grade one mile long of 37 percent in connection with hauling supplies to the summit of a mountain where an oil well is to be drilled. Before turning it over to the purchasers the Mack representative in Los Angeles determined to put it to a test and the Baxter Street climb was the hardest that could be thought of.

"The test showed more than anything else the factors of safety that exist in all Mack trucks. Power in abundance, springs, axles and frame all had to show of what they were capable. Overloading a truck such as was done in this instance is not to be encouraged but at the same time it was the only way that could be devised for bringing out the real merits of the Mack."

Motor Car Company Organised In Japan

A company has been formed in Japan for the manufacture of motor cars and motor cycles on a considerable scale, according to reports received here recently. The concern is known as the Rodgers Automotive Industries Co. and is capitalised for Yen 200,000 and registered as a stock company under the laws of Japan. The president is Tetsuo Yabuki, the treasurer Susuma Yabuki and Mr. E. Bromley Rodgers, formerly managing director of the Rodgers Manufacturing Co., is managing director and consulting engineer.

A factory is being equipped at Yokohama, with over 50,000 yen of modern machinery; and a foundry for making brass, aluminum, bronze, iron and malleable iron castings will soon be in operation at Honmoku, near Yokohama.

The new company will manufacture a line of auto accessories; a singled cylinder, 2½ h.p. motor cycle, and a De Luxe double cylinder motor cycle of 10-12 h.p. The motor cars to be turned out will be a 2-cylinder runabout to retail for Yen 1,800; a five-passenger touring car to retail at Yen 2,250; and a seven-passenger touring car to retail at Yen 2,500. Motor cars and cycles will conform strictly to American engineering practice, and motors, transmissions, gears, magnetos and self-starters, together with all technical parts, will be imported from America, so that all will be of American construction and design, and will substantiate the claim that they are American motor cars assembled in Japan. Mr. Rodgers resigned as managing director of the Rodgers Mfg. Co., makers of the Keensteelite and Liberty safety razors on April 15 in order to assume his duties with the new company, but he still retains his stock interest in the Rodgers company.—*Oriental Motor.*

England Announces New Air-cooled Car

Among the new automobile models which are being prepared for early appearance in England is a new air-cooled two-seated car, whose weight, it is said, will not exceed 600 pounds. It will be known as the A B C light car. The engine rating will be from 15 to 28 horse-power, the latter being the estimated rating at 3,000 revolutions. It is of the twin-cylinder horizontal opposed type, depending on its crank-shaft speed for its relatively large power output. It is said the price will be around £200.

"It will be a fascinating little affair," remarks The Field of London, "for those who like a fussy, fast, and lively miniature car, limited in its load capacity, depending on its engine efficiency for its performance, and dwindling rapidly in its effort if that efficiency be impaired by any cause. It will be a very welcome addition to our list of British cars, but still it will leave a very wide margin unoccupied between it and the orthodox fifteen-horse-power model now listed at or about £500."

Consider Auto 'Handy Man' Of Allied Fighting Forces

Remarkable Service At Front Is Shown---Soldiers Shout At Sight Of First U.S. Car

In telling the story of Dodge Brothers famous "Q. M. Car" which played such a remarkable part in the motor history of the recent war, it is an almost irresistible temptation to fall back on quotations from the multitude of interesting and graphic letters that have poured into the home office from soldiers in almost every branch of the service, both in this country and abroad. They are not letters that have been written to Dodge Brothers, possibly with selfish motives, but have been forwarded on to them from friends in every part of the country. They merely mention the car among the graphic details of their narratives, because it was so constant and intimate a part of their experience. And the testimony is all the more valuable because incidental and without motive.

Of course any lengthy narration of the car's part in the war is out of the question here. It must suffice to tell "Handy Man of the Army," and was "Mandy Man of the Army," and was pressed into all manner of service, where heavier cars could not go and less sturdy ones could not survive.

No sooner had the war department chosen the Dodge Brothers motor car as the official government car in its class, than thousands of these cars were rushed into service as speedily as the works at Detroit could turn them out.

The long truck caravans, or "Transports," as they were called, which followed one another across the country to the seaboard, were almost without exception led by officers in Dodge Brothers touring cars. And then somewhere along the train would be seen the Dodge Brothers "Q. M. Car" loaded with truck parts, food, officers' equipment, and ready to dash ahead into the nearest town on necessary errands.

They All Checred

But it was on the other side that the real work began, and one of the many letters referred to above will be quoted for the rest of the story. Written by a typical devil-may-care Yankee soldier, and motor car enthusiast, it makes intensely interesting reading. The letter was written by W. A. P. John, 2d Lt. Coast Artillery Corps, A. E. F.

"Any one not knowing the performance of Dodge Brothers motor cars here in France," he writes, "would naturally say, 'Aw, hell! no wonder he cheers! Did you ever see an American automobile guy that didn't?'

"But it is a fact that whenever I have had a chance to talk to Dodge Brothers drivers and officers in the Motor Transport Corps, I have done so. I have asked what kind of a 'hack' this Dodge Brothers car was, then about repairs, mileage, strength, roadability and comfort.

"Truthfully, never once did I encounter one of these hard-boiled, leather-necked, two-fisted, hard-driving chauffeurs who had anything but praise for the car. The first one I ran into in France was back in S. O. S. near Cijon. That was back in August, 1917. She was all shiny and glistened in the Burgundy sunlight like a thing alive. 'She was just out of America,' they said and I almost kissed her; but this is a narrative and not a homesick drool.

Meets A Friend

"Soon the cars began to multiply, and the wonderful hard roads back there began to hum with them. But the S. O. S. with its wonderful organisation and perfect roads, offered no real test of the strength of the car. Where they catch hell is up here!

"One evening recently it was just before the attack in which 8,000 guns were massed on a front of 11 kilometers, I was walking through the inky streets of Soissons which were not even lighted with the flickering aurora borealis of the barrage. That was when barrages were five and six-day affairs and not the ferocious five or six-hour terrors they later became.

"I was lonesome—damn lonesome, there amid the Poilu and the gutted houses—when around the corner I heard the whirring throaty shriek of an automobile horn. It was one of your cars—I would have known that sound in Hell!

"I dashed around the corner on which the famous Cafe Foliel D-Ar stood and there was one of your touring cars, with its winter top spattered from stem to stern with mud. Out of it stepped two officers—single star and spread eagle—and I ducked out of it.

"But presently they went in and I chummed with the driver. When finally he was dismissed, we parked the car and went over to the Lyon Rouge, where excellent wine could be had at reasonable prices. (Oh, ancient days!)

General Likes It

"The car belonged to General Hines (I believe), who was then chief of artillery. They had driven up from Paris, some 80 miles in a little over two hours, to observe the French artillery. Yep, he likes the car—heavy enough to hang on the road and light enough to keep out of ditches, springs enough to keep your liver from busting up. Yep, damn good hack!"

"During the attack I saw nothing but the refuse of war, but later met him again. He had gone from Soissons to Braine, and then to Jouy, by the way of Aldy, where they waited until the push was completed. Then (it's his story, not mine), they drove over the shell-town roads, across the main land up to Fort Mal Maison, which sits at the crest of the Chemindes-Dames. I believed him when he said again 'some hack!'

"Yes, I have had some opportunity to learn motors cars over here. We had a Swiss car, which I would not have ridden in for a farm. It was a swell car, except that it never ran. We tried to trade it in for a Dodge Brothers touring car, but they laughed at us. Right now it reposes in Vittel, with burned out bearings, a loose flywheel, broken clutch, a stripped differential, and two broken springs. Those are the results of a 200 kilometer trip. Some car!

"It's in the Z. of A. (zone of action) that quality in motor cars exhibits itself, and I have made it a point to question drivers. The roads, Lord man, the roads! Rutter and slippery, torn by trucks, cut by mines and shell fire, lined by ditches full of slimy mud and jammed as far as the eye can see with guns and trucks; at times one must crawl at two miles an hour for 10 kilometers, and then speed across the shelled section, ready for the burst of shell, and the proper A. E. F. greeting of eternity: 'Good morning, Lord!' I've hung on the edge of a road going around a corner, with my heart in my mouth, praying for a stout frame on the car and a cool driver. And I've felt the car wrench and creek and flop back on the road—and sighed with heartfelt relief. Yes, the Z. of A. will show a quality car. And they are the greatest Dodge Brothers motor car enthusiasts you ever saw. Congratulations!"

Car Imports To Shanghai

During the first quarter of this year 122 motor cars valued at Tls. 196,409 were imported into Shanghai. This is considerably under the figure for the last two quarters of last year, a fact which is due both to the restricted output of the factories during the early part of 1919 when they were busy getting back to a peace basis and to the lack of shipping facilities. Indications are that the present quarter will see a big increase in motor car importations into the port of Shanghai. During the last half or last year the number of cars shipped into Shanghai was 373, valued at Tls. 420,189, of which 206 machines, valued at Tls. 202,544, came in during the December quarter. From this it will be seen that the smaller number shipped in the September quarter—167—were at a higher gross valuation than the larger number which came during the last three months of the year. The importations for the September and December quarters of 1917 were 163 and 125 cars respectively, having a total valuation of Tls. 282,879. These figures do not include cars shipped in bond.—*Oriental Motor.*

THE ALWAYS DEPENDABLE KERMATH

KERMATH MARINE MOTORS were the first 4-cylinder marine motors to demonstrate positively to users that the very best 4-cylinder, 4-cycle motor could be built at a reasonable price.

The experience of owners in every country where marine motors are used has proven them best by test. They are simply constructed, strong and sturdy.

We solicit correspondence from responsible dealers for exclusive representation in countries where we are not now represented.

KERMATH MANUFACTURING CO.
Detroit, Mich. U.S.A.
Cable Address, KERMATH

International Co. Will Export Truck To All Countries

W. T. Stevens Of Company Handling Mack Trucks Discusses U. S. Export Situation

Among the leading American manufacturers who are increasing their export activities is the International Motor Company, manufacturers of the well known Mack trucks. "At the outset of the war," said Mr. W. Tyrie Stevens, manager of the export department of the International Motor Company, "the Engineers Department of the United States Army specified Mack trucks for heavy duty engineering purposes. The performance of Mack trucks in France and Belgium was so strikingly efficient that a world demand for them has been created. When soldiers who have seen them perform under the terrible conditions of modern warfare return to their homes in all parts of the world, they will most certainly recommend Mack trucks. The management of the International Motor Company with keen foresight has for the past several years been building up an organisation which will represent it in every part of the world where there is a possibility of securing motor truck business.

"The prospect of doing business in Continental Europe, Great Britain and her dependencies hinges upon the removal of the almost prohibitive tariff on motor trucks," Mr. Stevens stated. "In the other colonial markets," he said, "the outlook for immediate business is excellent and the International Motor Company is already in the field. The company has also extended its operations in the Dutch East Indies, Japan and other part of the Far East. If conditions in Russia and Siberia should become sufficiently settled so that business can again be conducted there in a normal manner, this field would offer a great market for motor trucks.

"The Mack models AB and AC are wonderful productions for heavy duty work," said Mr. Stevens. "They represent the highest form of mechanical perfection and have been brought to their present high standard through years of experience and elimination of weak spots through actual heavy hauling on all sorts of road conditions in every part of the United States. The Mack is not an automobile converted into a truck, nor is it what is known as an assembled truck, made of parts received from a score of places and made to fit together. The Mack was always a truck and is manufactured entire and complete in the factories of the International Motor Company at Plainfield, N. J., and Allentown, Pa. The result is that, considering length of service and every day efficiency, the Mack is the most economical truck to use."

Mr. Stevens is a well known figure in all parts of the commercial world. For thirty years he has represented American commercial interests wherever American commerce has extended. Mr. Stevens is as much at home in Calcutta, Melbourne, Buenos Aires, Yokohama or Capetown as he is in New York, where for years he has been pre-eminent in export circles.

Ford Motor Company Will Expand Abroad

Concern Will Build Plants In Spain And Denmark To Broaden Trade

With big assembling plants in Cadiz, Spain, and Copenhagen, Denmark, which the company intends to erect immediately, the Ford Motor Company will have added two more factories to its long list of foreign enterprises. Through peace and reconstruction the company anticipates a record demand for its product in Spain and Denmark, and the two plants, it is expected, will have an annual assembling capacity of 500,000 cars. Those plans were made known recently through an announcement by Robert C. Neily, manager of the Ford company's foreign department, who also announced a project for an extensive broadening of the company's French business. The company's offices at Bordeaux and Paris are to be reopened, and an extensive sales campaign conducted.

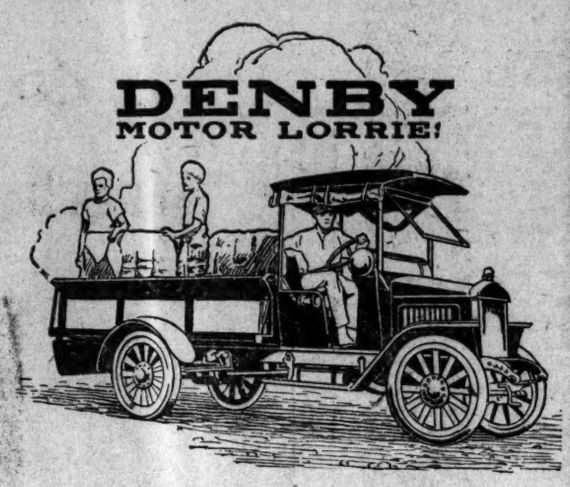
Several months ago the Ford interests announced that there would be no extension of its foreign business during 1919, but that in the following year a big drive would be conducted to place the flivver all over the world. At a recent conference in Detroit between Henry Ford and foreign managers called to the United States for that purpose it was decided that the time was ripe for immediate enlargement of the company's foreign business.

The plants to be built in Spain and Denmark, it is estimated, will cost in the neighborhood of G.$300,000 each. It is probable that the parts which will be assembled in cars abroad will be made in the Detroit and the Manchester, England, plants.

The Ford management is said to consider possibilities of the company's business in Russia the very best, and that its Copenhagen plant will provide the first chance at that business when it assumes expected proportions. The entry into Russia through Poland is considered by the management to be easy with a plant in Copenhagen. A large amount of business is looked for from Poland.

While the Ford company has only two manufacturing plants, it has representation in every country in the world, the latest addition being Belgian Congo, rights which it obtained recently. South America has been well covered by the company, and not long ago an assembling plant was constructed at Buenos Aires and sales offices opened at Sao Paulo, Brazil.

DENBY
MOTOR LORRIE!



Denby's Emergency Fleet

GOOD machines like men should act best in extreme emergencies. An emergency fleet of Denby lorries performed untold service during the past world war. Your emergency of today can be best met by the dependable Denby.

Load capacities: 1, 2, 2½, 3½, 5 tons.

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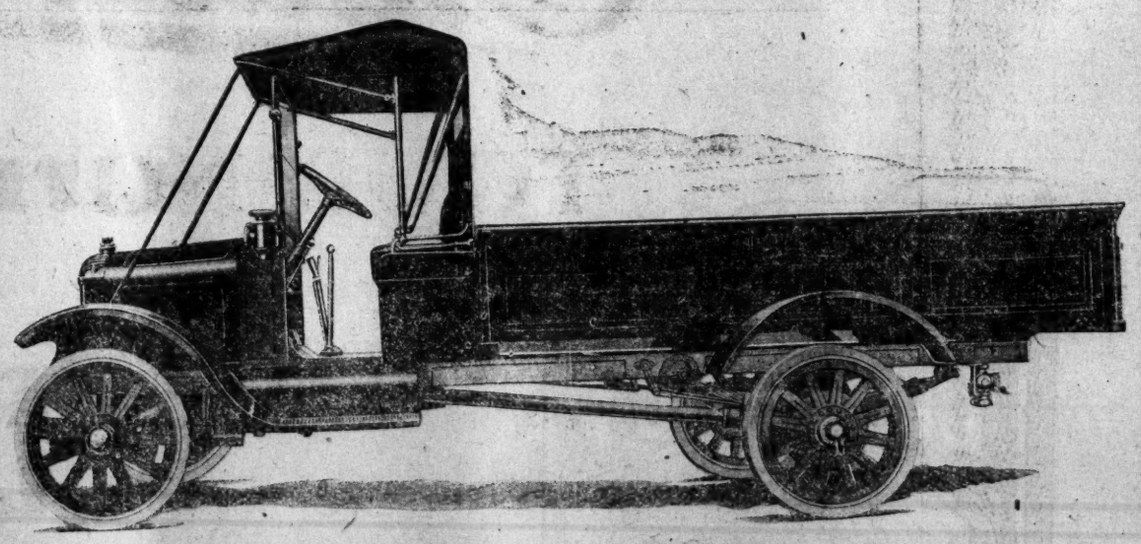

Capacity — 2,000 lbs.

MAXIMUM ECONOMY = Republic
EFFICIENCY = Trucks

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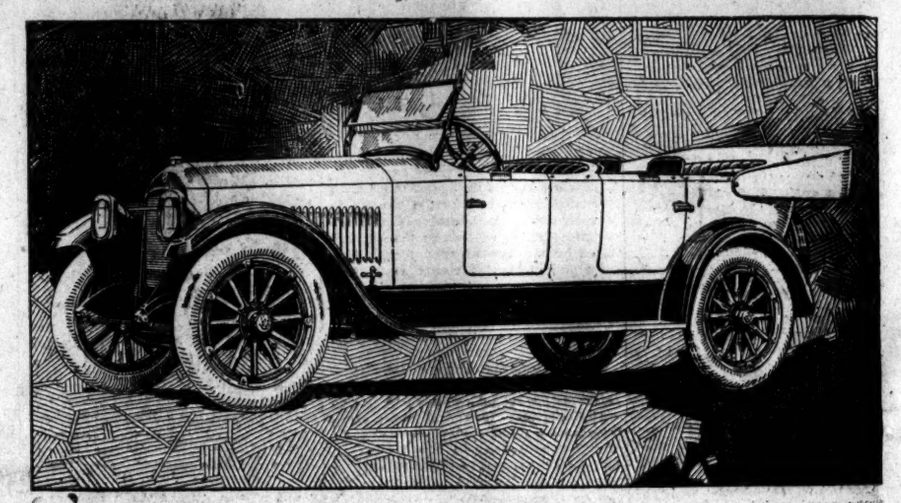

THE

Studebaker

TOURING CAR

which is of beautiful and smart appearance, thoroughly up-to-date, highly efficient, and most economical to run.

Do not forget that the Studebaker has twelve years of the highest local reputation behind it Inspection and trial at any time to suit your convenience.

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Packard Airplanes Now In Commercial Production

Demand For Planes Already Exists Among Wealthy Sportsmen Some Dealers Have Made Sales

Immediately after the armistice was signed the Packard Motor Car Co., Detroit, began to consider the matter of turning its war experiences in the airplane field into commercial channels. The factory, having been tooled up and laid out for the production of Liberty aircraft engines and having already commenced the manufacture of the La Pere type of plane, found itself in an advantageous position to swing over to commercial airplane production should a demand be found for this product.

Based on the assumption that in America there are hundreds of wealthy sportsmen to whom flying would appeal, the Packard company has already designed and brought out its first line of airplanes. These will be made at first in limited quantities and marketed through the Packard dealer organization. Some of the dealers have already placed their orders for planes and are now reporting sales to users.

In designing the planes and engines it has been the aim of the engineering department of the Packard company to incorporate the best features of the Packard and Liberty aircraft engines developed before and during the war. It has been found possible to eliminate some of the objectionable features of the previous types, these largely having to do with installation difficulties. The changes have resulted in a material saving of weight in the completed plane, as well as giving greater simplicity in design and more reliability in performance.

Some of the important alterations may be mentioned. For instance, the carburetor is now located on the bottom of the crankcase, with the necessary intake passages carried through the case. This has resulted in a very low carburetor, making possible the use of simple gravity feed for all types of planes. At the same time the intake passages are kept properly warmed and the weight required for water-jacketing the intake is eliminated. Furthermore, removing the carburetor from the V leaves the space between cylinders entirely clear, giving greater accessibility for the spark plugs and providing for unusual vision.

The plane, being utilised for sporting purposes largely or for cross-country fast passenger transportation, has been designed for safety and speed, and at the same time care has been given to have reasonable economy and comparatively low landing speed. The plane is designed to make use of the very best materials obtainable, and has a factor of safety of over seven. This is exceptionally high in plane construction.

A clothing compartment is provided, also a suitcase department to carry two suitcases, which will be found very convenient in cross-country travelling. The plane has been designed around and to be a complete unit with the 1-A-744 engine, which is an eight-cylinder type of 160 hp. at 1,525 r.p.m.

The Packard company is not in production on this plane at the present time, but it will probably go ahead with its manufacture, and in this event before placing the plane actually on the market, exhaustive sand tests and other tests will be made under official supervision. Before any deliveries are made to customers a sand test will be made on each plane and a copy of the sand test report will be furnished to the purchaser, so that he may be fully informed as to the strength of the various units of his machine.

It is estimated that the plane will fly about 100 m.p.h. with full load on account of its comparatively light weight and clean-cut design. The landing speeds have not yet been determined, but it is claimed that they will be quite low and probably about the same as the usual primary training machine. To further facilitate landing in unknown and rough fields, the landing gear is located well forward to guard against nosing over and a rugged tail skid is provided to take care of unusual strains and shocks that the plane may be subjected to.

One of the features of the plane is the attention given to the comfort of the passengers. For instance, the engine is entirely housed in, making it impossible for oil or gases to blow back in the passengers' faces, and the passengers are guarded against drafts by bulkheads on each side. This is a feature which will be appreciated by those who have been out in disagreeable weather.

The rear cockpit is arranged especially for the pilot, but the necessary dual controls are provided, so it can be flown from the front seat, thus making it possible to use this machine for instruction work when desired. The controls in the front compartment can be lifted out quickly, making it impossible for the passenger to interfere with the control of the plane, should this be desired. The gasoline tank is located between the passenger and the engine. This location at approximately the center of balance of the plane takes care of the variations in the weight of the fuel without interfering with the balance of the machine, so that the same flying characteristics hold for a partially empty tank as well as for a full tank.

The controls and fittings are standard and a strong method of trussing is used to properly support the wing surfaces. No price has been set on the plane as yet, but it is understood that it will sell somewhere around G.$15,000 at the present time.

Specifications Of The Packard Airplane

Power Plant

Packard eight-cylinder, 160 hp. engine; 160 hp. at 1,525 r.p.m.

Weight, complete with propeller hub, self-starter, battery and engine water, 585 lb.

Fuel consumption, 0.50 to 0.54 lb. per horse-power-hour at sea level.

Wing And Costed Surface Areas

	Sq. Ft.
Main planes, total	387
Ailerons, total	48
Vertical fin	5
Rudder	11
Tail plane	30
Elevator, total	22

Weight

	Lb.
Machine empty	1,520
Gasoline	210
Oil	30
Water	52
Tools and extras	25
Pilot	165
Passenger	165
Normal flying weight	2,167
Weight, pounds per hp.	13.5
Wing loading per sq. ft.	5.6
Permissible extra luggage	100

Performance

High speed near sea level, m.p.h.	102
High speed at 5,000 ft., m.p.h.	100.5
High speed at 10,000 ft., m.p.h.	98
High speed at 15,000 ft., m.p.h.	90.5
Climb to 5,000 ft., min.	7.5
Climb to 10,000 ft., min.	18.1
Climb to 15,000 ft., min.	34.5
Absolute ceiling, ft	19,500
Fuel range wide open near sea level, hr.	2.5
Fuel range wide open at 5,000 ft., hr.	3
Fuel range wide open at 10,000 ft., hr.	3.5
Fuel range wide open, at 15,000 ft., hr.	4

FORD WAR WORK OUTPUT FORMS IMPOSING TOTAL

Helmets, Boats, Caissons, Trucks, Tanks Pictures And Parts For Liberty Motors

The Ford Motor Company did for the government in war time the following:

Made more than 2,000,000 steel helmets.

Order for 5,000 12-cylinder Liberty motors. More than 1,500 had been delivered when the armistice was signed.

Ten thousand caissons, mainly for 155-mm guns. Something more than 8,000 delivered.

Order for 112 "Eagle" boats, 200 feet long, 25 feet beam. Twenty-five delivered when the order was reduced to sixty-two. The balance will be finished by August 1.

More than 8,000 trucks, more than 25,000 regular Ford cars and more than 6,000 ambulances.

Four hundred thousand cylinders for Liberty motors. The government placed the order with the Ford Motor Company to make all the cylinders for all the Liberty motors made in America. The original order was practically completed when the armistice was signed and a new order for 300,000 had just been entered.

Seven hundred thousand bearings for the Liberty motor. Here, again, the government placed the order for all the bearings for all the Liberty motors made in the United States. On this order 400,000 bearings had been delivered.

Seven hundred thousand cylinder forgings for Liberty motors. More than 400,000 had been delivered.

A large volume of experimental work was done in building three-ton military tanks and the government had just placed orders for 15,000 of the small two-man military tanks and 3,000 of the six-ton military tanks. Cancellation came before more than a dozen or so tanks had been delivered.

Motion picture reels in behalf of Liberty Loans, Red Cross and patriotic fund work were made by the company and supplied to the government in sufficient quantities to serve the entire United States in motion pictures. Motion picture reels in volumes sufficient to serve the armies of the United States in France, Italy and Palestine were furnished by the motion picture department of the Ford Motor Company.

Also did more than G. $1,000,000 of work in the production of special devices for the Navy Department of the British Government.

Furnished the government with 275 skilled mechanics for work in France.

Through the chemical laboratory, co-operated with the manufacturers of gas masks for the United States army.

An average of 34,000 men and women were employed by the main factory at Highland Park; 6,800 men at the shipbuilding plant on the River Rouge; 4,000 men employed at the new blast furnace in course of construction on the Rouge; 250 men employed at the carburetor plant, or an average of 45,000 employes, practically all on 100 percent government work, under a standard eight-hour day and a minimum wage of G. $5 a day.

Essex Car Shows Well In Hard Mountain Grind

New Four-Cylinder Machine Proves It Is More Than Thing Of Beauty

After a sensational battle with snow and rain on storm-swept mountain roads, an Essex, driven by A. H. Patterson of Stockton, Cal., has just established a new endurance record in a remarkable grind of approximately 1,000 miles between Stockton and Los Angeles.

Paying no heed to warnings issued by the State Automobile Association that both the Ridge route and the Boquet canyon were impassable and closed to all travel, Mr. Patterson, a former member of the famous Hudson Super-Six racing team, started out with three passengers.

"I have had instructions from the factory to take the Essex and bust it up, if I can," he said. "So let's go."

Abandoned Cars Passed

Departing from Stockton at 4:20 a.m., the run down the San Joaquin valley to Bakersfield, a distance of 235 miles, counting necessary detours, was made in less than five hours. After an hour for breakfast, the dash over the desert was completed and the mountain grades encountered.

At Tejon, situated at the foot of the mountain range, warnings of the poor prospects for further easy going began to appear. Service cars from Bakersfield were met wending their way down the mountain highway, bound for repair shops with wrecked cars in tow, and a passing stage-coach was loaded with motorists who had been forced to abandon their cars.

Later, abandoned expensive machines were encountered as frequently as were smaller cars. All had been deserted by their drivers, who considered the task a hopeless one. But the Essex plunged ahead with absolute ease, without skid chains or even once being shifted out of high gear.

Wins Battle With Storm

Along this stretch the car met with very bad going and had a chance to display its power and endurance. New evidence, also, was found that the touring bureau was justified in claiming that the roads were impassable. An epidemic of broken axles, front and rear, seemed to have spread over a river of mud and chuck-holes in this storm-swept region.

Plenty of thrill was furnished when, upon making a sudden turn in the road, a cluster of four automobiles and one motor truck were seen to be mired in the muck. In the flash of an eyelid, Mr. Patterson had lifted his Essex entirely off the road and up the mountain side, and, before the astonished unfortunates could signal him to use caution, shot by with a wave of farewell and disappeared around the curve.

At the entrance of Boquet canyon a terrific electrical storm was encountered and the rain fell in sheets, but at the end of a five-hour battle against enormous odds and giving a wonderful demonstration of durable-motor car construction, Patterson piloted his car, with its blanket of mud, onto the highway and into Los Angeles.

More Than Thing Of Beauty

"I have put this same car through several such performances and have subjected it to more abuse and punishment in the last few weeks than the average driver would give his car in eight years," said Mr. Patterson.

"I wanted to show that the Essex is more than a thing of beauty, intended for mere show. I wanted to demonstrate that in addition to attractive appearance it has a surplus of power and endurance and has comfort over the roughest roads.

"Behind the Essex beauty there is comfort that is rarely found in the largest and costliest cars, and plenty of room. In the Essex you need fear no roads or cobblestones. And its endurance and reserve power are unknown to the ordinary light car."

CRUDE OIL FROM SHALE TO SOLVE FUEL PROBLEM

"Don't worry, though at the present rate of consumption the time is not far distant when the visible supply of crude oil will be exhausted," says F. E. Moskovics, vice-president of the Nordyke and Marmon Company. "In a great measure the world must look to the supply to be extracted from shale rock, of which there seems to be an almost inexhaustible supply.

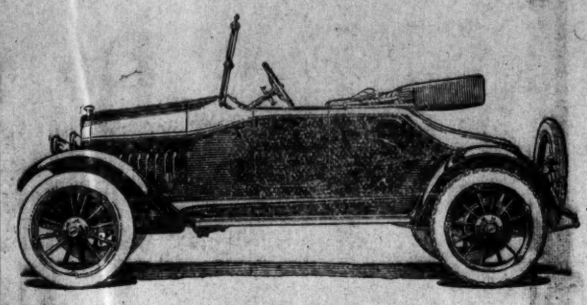
"Geologists, who have the ground well mapped, place the visible supply of crude oil at about 14,000,000,000 barrels. When I say visible, I mean producing wells and fields that are subject to more development. One-third of this supply is located in the Mexico field, and the remaining two-thirds in other parts of the world. Right now this country is using annually about 10,000,000 barrels in excess of production. One may almost count on his fingers when the total supply will be exhausted.

"However, we need have no worry in regard to the fuel situation. The Bureau of Mines has found a substitute for the crude that we now secure by drilling, and that is crude extracted from shale that is found in immense deposits in Colorado and Utah. So far, this cannot be extracted and placed on the market to retail at less than fifty cents the gallon. The problem that faces the automobile engineer is the evolving of an engine that will make this new fuel propel a car two miles instead of one, on the same amount of fuel. I may say that the leading lights in the engineering field are already at work on this problem."

CYCLING GETS BOOST

London, May 3.—The combination of long evenings and high railway rates has forced the attention of many to the advantages of the bicycle as a means of getting to and from business. How little trouble a good bicycle gives is hardly realised by the multitude; the bicycle is such a common article of use that we almost take it as a matter of course. Just as an illustration, Mr. Percy Ballaston, of 54, Hertford Street, Birmingham, writes that he has ridden his Raleigh every weekday for four years, for business purposes, and beyond being cleaned six times in this period it has never been touched! The difficulties of these days are teaching us to value many things of which we thought lightly enough in those far-away "before-the-war" times.

MAXWELL CARS



FEW purchasers of motor cars buy a car merely for its speed producing possibilities.

But there are times, when even the most careful driver appreciates the exhilarating effect of a burst of speed in his motor car.

There is a surprising superabundance of speed in today's Maxwell Car at the driver's instant command.

Nor are any other desirable features sacrificed in the present popular priced Maxwell Car.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.
John D. Williams and Company
Export Distributors
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Cable Address: "Liandum—New York"

More miles per gallon
More miles on tires

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai.
SILVA-NETTO & CO., Hongkong.

Colorful Midsummer Fashions

(Continued from Page 5)

majenta, some in a golden yellow, some in violet, and these, worn with the new embroidered chiffon skirts, are lovely.

The embroidered chiffon skirts, worn over satin drop skirts, are, when they are at their prettiest, of white with a row of colored embroidery about ten to twelve inches wide placed just above the wide hem. They are full, as so thin a material necessarily must be, but they hang straight. One of white, embroidered in black silk threads and worn with a majenta velveteen coat, is exceptionally smart.

Then there are plaid skirts in wool and in silk; there are separate skirts made of new roughly woven silks, done in interesting color effects; there are skirts for sports made of heavy silk and woolen knitted fabrics; and still there remain the white skirts made of crepe de chine and the shiny sports satin materials. All of these are good worn with the new short coats made of soft woolly materials or of covert cloth, with or without belts.

Smocks, which were once so outre and so Greenwich Village, seem now to be accepted as smart attire. The waistcoats in the Spring suits have done much toward speeding the popularity of the smock. These bright insertions of color pleased everybody and so the idea has been carried a trifle further.

A smock for wear with any of the separate skirts already described is made of cream white silk jersey with panel front and back. It has for its sole trimming ornamentations of orange and white and black embroidery arranged at the neckline and at the ends of the panels at back and at front. But it is the really Summer smocks which are perhaps the most fascinating. They are made chiefly from linen and, carrying out the Russian inspiration, are ornamented with rows of thick, brilliant Russian embroideries.

The sleeves of these overblouses vary much according to the tastes of the wearer, for there seems to be no hard and fast rule regarding their length or their breadth. Of course, the character of the garment calls for a straight and loose sleeve set in on a straight line, but the length varies from full to half length, the three-quarter predominating. Some of the smocks of somber colored linens or velvets are lined with brighter colors and turned back at a line around the hips and at the lower ends of the sleeves.

The newest thing in the way of afternoon dresses is pompadour chiffon. This is not just the usual printed chiffon to which your eyes have grown accustomed. It is that which is done in pompadour design—huge bunches of roses in varied colors placed at random on white or colored backgrounds. The most effective of them, indeed, are printed upon black backgrounds, which tend to make the colors in the flowers fairly glisten. Draping is the favorite manner for the making of these gowns, and they are best when only the minimum amount of trimming is used. The idea is, to let the material show for its own character and worth. There are soft vestees and bits of real lace folded into the surplice fronts, but these suggestions of finish are the only trimming.

Cotton voile garments are appearing daily, each more beautiful than the last. This material has reached a high-water mark of perfection, and the frocks fashioned from it are among the season's most notable productions.

Organdies reached perfection last Summer, one might imagine, but this year we are confronted with blocked organdies which are dainty and charming. Huge circular fichus stand up about the neck and shoulders. The skirts are cut with puffs over the hips, and there are many sashes, also of organdie, tied in big spreading bows, with long streamers hanging from them. On these organdie frocks and on those made of colored and white muslins much handwork is lavished. Wide hand hemstitching in rows on skirt and bodice makes an effective trimming and hand-run tucks are used as well.

On some of the imported Summer dresses made from these thin materials narrow pleated ribbons have been used as trimming.

Hats for the Summer season have returned to the picturesque. No more are we confronted with hats devoid of trimming. The feather hats, always favored by women, are this year more lovely than ever. The feathers droop without regard to rhyme or reason from the outskirts of the brim. They are colored most brilliantly. Citron yellow is one of the favorite shades, jade green another.

The milliners about town are showing hats made of all the cotton fabrics which have just been described as composing the newest frocks. There are organdie hats and hats of printed voile. There are even gingham hats made for wear with the little morning dresses and often made to match them. Some of the sheerest of hats—those made of maline and chiffon—are trimmed with telling little bands of mole or sable or kolinsky. They are designed for wear with the Summer capes and wraps of fur, which promise to be popular.

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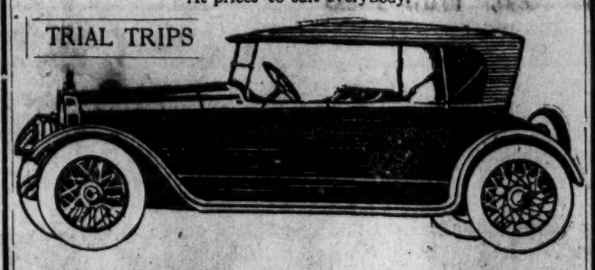

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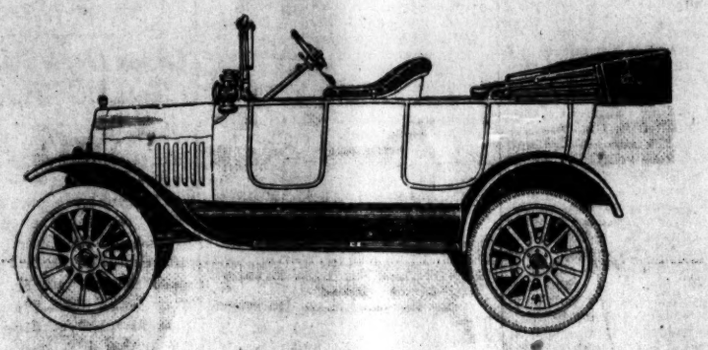

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Automobile Makers Begin Peace Production 'On High'

Reconstruction In U. S. Accomplished With Ease; Increased Output To Meet Great Demand May Place Manufacture In Lead Of Nation's Industries

(From The Annalist)

In these days of industrial uncertainty, when the producers of America's basic commodities admit quite generally that the problem of reconstruction from a war to a peace program has not been solved yet, and artificial methods have been resorted to in an effort to stimulate demand, the words motor and magic seem to have an almost uncanny connection in the mind of the average American business man. And this is so because, to the outsider, the man who owns his own automobile, or has in his employ a number of heavy duty trucks, the readjustment effected by the motor manufacturers of America, since the signing of the armistice less than six months ago, borders upon necromancy.

Throughout the trade reports are unanimous that the demand for passenger and commercial automobiles exceeds by thousands the present supply, while used or second-hand trucks or passenger cars are selling at levels never before even dreamed of. The majority of the motor companies have made their rightabout turn from war to peace, and more than 450 makers of cars and trucks have embarked upon expansion programs which exceed anything similar attempted in recent years. The average maker of passenger or commercial automobiles is now straining every nerve, both in his plants and his financial structure, to tune up production to meet the demand for his product.

Probably the most surprising recent incident of the general development in the automobile field is the announcement by the General Motors Corporation of a plan to increase the capitalisation of that concern to $1,000,000,000, by an increase in the authorised issue of debenture stock to $500,000,000, and an increase in the authorised issue of common stock to a similar amount. This step is contemplated by the Directors and has been recommended to the stockholders in order to provide for all future financing which the company may require. None of the stock is to be issued immediately, but will be put out from time to time as it is deemed necessary to meet financial needs.

Less than six years ago this concern, then the General Motors Company of New Jersey, was capitalised at not much more than $30,000,000. Today the company has outstanding $29,175,300 debenture stock, $19,671,000 preferred, and $196,226,200 common stock. In 1911 the company's net profits amounted to only $4,447,146, compared with $35,504,576 in 1918. In 1911 the company's net sales by all subsidiaries amounted to $42,733,303, as compared with $326,044,756 in the year just passed. In 1914 the company sold a total of 53,987 cars, and in 1918 this figure had increased to a total of 246,831 cars, trucks, and tractors. Six years ago the net working capital of the company was $23,065,354. This had increased to $149,902,029 in 1918.

Return To Peace Production

Since the signing of the armistice, and the rapid liquidation of war contracts upon which the company was working at that time, the entire producing end of the corporation has been returned to regular peace lines. At the same time the concern has authorised the expenditure of more than $37,350,000 for plant extensions and construction projects which are to be completed during this year.

Another recent development of the corporation was the organisation of a subsidiary, to be known as the General Motors Acceptance Corporation, which has as its chief function the financing of the distribution of motor vehicles manufactured by the parent concern.

And what is true of the General Motor Corporation is also true to some extent of the majority of the other motor manufacturing companies in this country. Passenger cars and commercial vehicles were absolute necessities in the winning of the war, and naturally the automobile manufacturers were among the first to feel the slackening in that demand; but knowing that the cutting down of the production of passenger cars and trucks for civilian consumption in the last year of the war would stimulate demand in the first years of peace, they began their reconstruction work at the end of the same month in which the armistice was signed. They began a matching up of their stocks and either used or sold surplus materials. As the result, when the armistice was finally signed they were in a good position to plan peace-time production. Additional plants, which were put up to meet the demands of war, were to a great extent re-equipped for active participation in the scheme of production for the first of the peace years.

The unknown quantity in the automobile world is Henry Ford. All other motor makers admit that the trade may be helped or hindered by him. As the automobile men see it, his plans for peace-time production are vague and, in-so-far as they have been made public, are generally considered as disturbing. No one knows what Mr. Ford will do with his enormous resources, and recent announcements that he intends to produce a still lower-priced automobile—depending on quantity production, to enable him to do it—have been received with no particular enthusiasm by the motor manufacturers. It is realised that he has a large shipbuilding plant that might easily be turned to the manufacture of automobiles, and it is admitted that an offering of a low-priced car, which would sell for considerably less than the present low-priced automobiles in this market, would have an unsettling effect. Just what the Ford plans are is known only to Henry Ford, but it is safe to assert that he will not be behind in the rejuvenation of the motor world to meet peace demands.

In the case of the Studebaker Corporation, which is not an exclusive manufacturer of motor cars, but does a large business in horse-drawn vehicles each year, the situation, as far as the manufacture of automobiles is concerned, parallels to a lesser degree the expansion of the larger companies. The company's commercial operations in 1918 were largely curtailed because of the Government's need of a big percentage of its plant facilities for war purposes. The restricted supply of iron and steel available for motor makers was a contributing factor. This curtailment resulted in the production of only 18,270 automobiles and 58,830 horse-drawn vehicles. About 50 percent of the latter were delivered on war contracts. The war business of the company netted about 4.8 percent on sales. Specific expenditures to meet peace conditions were indicated by the annual report to approximate $2,500,000. This, it was explained, would be used to cover the erection of new buildings and the purchase of new equipment. In the first quarter of the current year the production of automobiles was at the approximate rate of 2,500 a month, and plans call for an annual production at the rate of 40,000.

Industry's Rapid Growth

The annual report of the Willys-Overland Company showed clearly that its management had effected the change from a war to a peace footing in a comparatively few weeks, and conservative estimates place the production for 1919 at 175,000 cars, which will be better by 25 percent than the best previous year the company has ever known. The manufacturing plans of the company for the current year represent a complete standardisation of models and concentration upon only two types. This standarisation permits greater quantity production and a lowering of manufacturing costs.

The rapid readjustment of this company's plants from a war to a peace basis was one of the astonishing accomplishments in the automobile world. The production of only 87,000 cars in 1918 was due to the fact that all passenger-car production had come to an end in the plants on November 1. Less than sixty days after orders had been received to stop work on war contracts the company was again manufacturing passenger automobiles for the general trade, and was producing them at the rate of 315 cars daily. In March this had been tuned up to a daily production of better than 430 cars, and the company's schedule calls for a daily production in August, 1919, of 1,000 cars.

The Pierce-Arrow Motor Car Company, the Packard Motor Car Company, the White Motor Company, and a large number of others all show an improved financial and physical condition now that they are well into the second quarter of the current year. Under the stress of war there have been plant additions and betterments which in many instances have been easily turned to the manufacture of peace-time automobiles.

The automobile industry is growing by leaps and bounds, and before the-war statistics which rated it as the third largest industry of the country may very probably show when the next Government census is completed that it is the largest. It is estimated that at least 10 percent of the total population of the country is dependent upon the industry, and this figure is growing.

It is reported that the only quantity buyers in the steel market are the automobile manufacturers, who are committing themselves at present prices when all other lines are holding back.

The following table shows the relative position of six prominent companies in regard to their working capital at the end of 1917 and 1918:

Net Working Capital

	Dec. 31, '18.	Dec. 31, '17.
General Motors Corp.	$149,902,028	$57,615,746
The Studebaker Corp.	22,817,022	23,535,266
Willy-Overland Co.	22,993,072	30,014,033
Pierce-Arrow Motor Car Co.	13,169,084	13,169,084
Packard Motor Car Co.	22,564,157	18,612,545
White Motor Co.	12,711,720	11,973,715

No definite figures on the working capital of the Ford Motor Company are available for 1918, but it is estimated by automobile men that $100,000,000 would be a conservative statement, and it is pointed out that any new plan Mr. Ford may decide upon would have the backing of his personal fortune as well.

Fiat Motor Car Is Royal Present

King Of Italy Makes Popular Gift To Chief Of African Mission

Formerly, when the head of a nation wished to honor the military chief of another country, it was usual to make a gift of a war horse or of some valuable weapon. The King of Italy has set the example in a new direction by making a present of a luxurious Fiat motor car to Saied el Reda, the Chief of the Senussi Mission, on his return to Africa.

On going aboard the steamer Tobruk at Naples, the Chief of the Mission found the motor car awaiting him as a personal gift from the King of Italy. The up-to-date choice meets with general approval. At the same time this incident is hailed with satisfaction for it puts an end to the guerilla warfare which has been going on in Libia for the last seven years, thanks to the intrigue of Germany and the help of Turkey. During the war the Italian army of occupation was withdrawn to the coast, in order to economise power. Now that a satisfactory settlement has been obtained with the Senussi Mission re-occupation will be restored in a peaceful manner.

Gives High Praise To U. S. Truck Tires

"Treat 'em rough'" was what the colonel of the truck convoy told us to give the truck tires, and we sure did for over 5,000 miles over the shell pitted roads up at the front in France, but the United States truck tires on 100 F. W. D. 3½-ton trucks stood the gaff without one bit of trouble and when I left France last December the truck tires looked good for another 5,000 miles."

This is what former Capt. Thomas Shurtleff of Tacoma thinks of United States truck tires.

"I was in charge of a convoy of 200 trucks which made the trip back and forth from Bordeaux to Angers," continues Shurtleff. "We had to get that amunition mighty quick to the big guns hammering away up at the front and many times a truck was in continuous service for 72 hours without the motor stopping, so you see the truck tires had to make good or the colonel in charge would not use any make which hadn't proved its worth.

"Most of the roads in France were surfaced with crushed rock which is a terrific strain upon a truck tire carrying four or five tons of high explosives.

"When we got up close to the battle front the roads would be shell-pitted and about half the time we would have a few dozen trucks off the road down in the mud-filled shell holes. Then the driver would have to spin his wheels to get the unweedly giant back on the road and here is where poorer quality truck tires would give up the ghost and either roll off at the base or break to pieces. However, not one of the 400 United States tires on the 100 trucks weakened, which is a wonderful recommendation for the tire."

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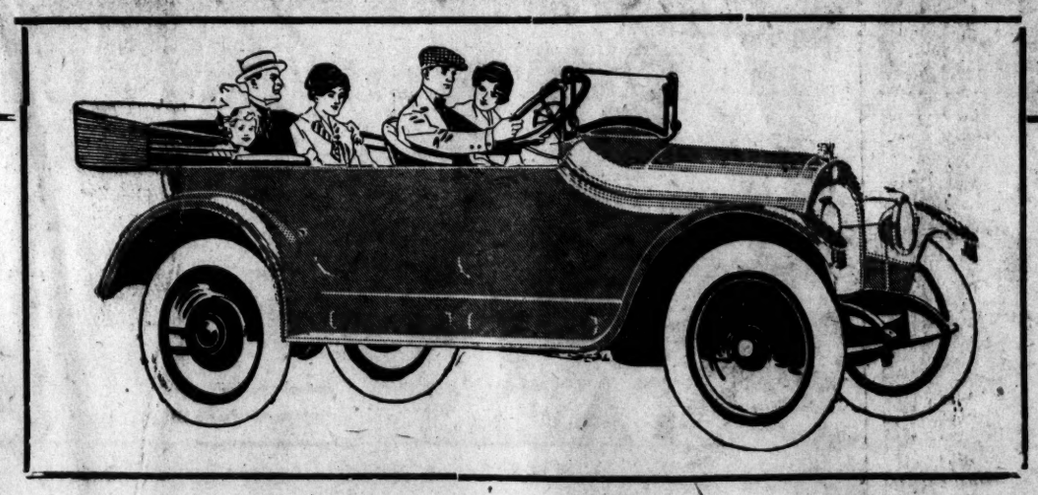

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General Motors Enters The Billion Dollar Class

To Erect Huge Structure In Detroit Which Will Have 30 Acres Of Floor Space

Detroit, May 3.—Announcement was made Friday that the Durant Building, to be erected by the General Motors Corporation on West Grand Boulevard from Cass to Second Avenues, will be the most modern and complete private office building in the world. The announcement was made by H. A. Austin, general manager of the Durant Building Corporation.

It was announced in New York Friday that the General Motor Corporation is going to enter the billion-dollar class, which will put it in the exclusive company of the United States Steel Corporation. A special meeting of stockholders will vote on a proposal to increase the debenture stock to $500,000,000 and the common to $400,000,000. The company also has $20,000,000 preferred stock now outstanding.

Some idea of the magnitude of the enterprise may be gained from the fact that the building will have a total floor space of 1,200,000 square feet, which is equivalent to 30 acres. It will house nearly 11,000 persons on the office floors, in addition to the occupants of the ground and top floors, where sales rooms, etc., will be located. The area of the building will be greater than that of the city's present four largest office buildings.

Large Laboratory

The building corporation has just been organized under Michigan laws to build and operate the structure. The officers are: W. C. Durant, president; W. P. Chrysler, vice-president; J. A. Haskell, vice-president; H. A. Austin, general manager; T. S. Merrill, secretary; W. W. Murphy, assistant secretary; M. L. Prensky, comptroller and W. B. Wardle, assistant comptroller. The directors of the building will be Mr. Durant, Mr. Chrysler, Mr. Haskell, Mr. Merrill and Mr. Austin.

It is said that Mr. Durant, who is president of the General Motors Corporation as well as of the building corporation, is especially interested in the laboratory which will be erected in the rear of the office building, fronting 480 feet on Baltimore Avenue, 60 feet deep and five stories high. The building will be the center of the research work carried on by the General Motors Corporation.

"I am for the first time in a position to give publicity to some of the general features which will make the Detroit building unique in the United States," said Mr. Austin, who is a specialist in the supervision and construction of modern office buildings. He has come especially to Detroit to become an executive of the General Motors interests in charge of the new expansion plans, so far as they pertain to the Durant Building.

Named For Founder

"The new structure was named as the result of the unanimous choice of the leading stockholders and officers of the General Motors interests," continued Mr. Austin. "Of course, Mr. Durant was not consulted, but every executive was agreed that this building should be named after the founder of the General Motors Corporation and the man who admittedly is responsible for its great success and growth until today it ranks as the first among motor companies.

"The building will serve as a monument to Mr. Durant. It will remind the people of Detroit that he has had the interests of the city of Detroit and state of Michigan at all times at heart, and that when it came to a choice as to where the executive headquarters of the General Motor interests should be located permanently, Mr. Durant, proud of Michigan and of his interests in Michigan and desirous of indicating his affection and confidence in the state, had but one choice—Detroit."

To Occupy Block

Mr. Austin, in conjunction with Albert Kahn, architect, gave out the following information about the project:

"The building will occupy an entire block and its outside dimensions will be 328 feet by 482 feet. Four wings will extend from a central building at both sides, forming open courts, which will assure a maximum of light to every office in the building. No building in existence will afford better natural light to its occupants.

"The ground floor will cover a considerably larger area than the office floors above and will house, besides splendid main entrances and elevator lobbies, a series of handsome show rooms and places for a limited number of General Motors Corporation subsidiary companies. Directly in the center of the building a group of high speed elevators will be located and ample corridors will lead from both side entrances and from the front entrance. At other convenient places additional elevator service will be afforded and in all there will be not less than 30 of the most modern and efficient elevators installed.

Provides Auditorium

"The space under the rear central court will be occupied by an auditorium, primarily for the use of the corporation to seat approximately 1,000 persons, but in conformity to the public spirited attitude of the General Motors Corporation, it will be doubtless open to proper and legitimate public purposes. This auditorium will be carried out artistically. The 14 office floors will provide generous space for more than 3,500 offices, not more than three occupants being permitted in each of these commodious private offices.

"The fifteenth floor will be largely devoted to club purposes. There will be lounging, reading, recreation and dining rooms, also kitchen and store rooms. A leading feature will be a series of private offices and a number of suites for the use of out-of-town officers and executives of the corporation visiting Detroit.

"Mr. Durant's interest is perhaps keenest in the laboratory; to this he has devoted and will give his especial attention and particular study. He is an implicit believer in scientific research work as of prime importance to the development of the motor industry and seeks to encourage every opportunity for such investigation. The lower floor will be given over to experimental and research work, while the entire top floor will be an exhibit hall. Drafting rooms and private offices will adjoin and be connected with the laboratories.

Has Large Garage

"A unique feature of the plan is the provision for storing of officers' automobiles. An open inclined drive leads from one side street to a lower level, through the building and out to the other side street, up a corresponding incline. The garage opens on the lower level and occupies the larger part of the basement floor. Special ventilation will be provided for this.

"It is the intention to face the entire structure with Bedford limestone. Plate glass will be used for all windows. All sashes will be of metal, as will be all interior finish, making the structure as nearly fire-proofs as is possible. The corridors and entrance lobbies will be treated in marble and the finish throughout equal to that in the best office buildings. Par-providing all mechanical applicances for efficiently carrying on the work, such as pneumatic tubes, inter-communicating telephone system, dictaphone, etc. There will be a number of rest rooms for women, in charge of competent matrons, and smoking rooms for men.

"The cement and concreting materials required will be sufficient to pave Woodward Avenue from Jefferson Avenue to the Boulevard. Eight million brick, more or less, will be used. The exterior of the building will require one-half million square feet of stone facings, while probably 300,000 square feet of plate glass will be used for exterior windows and interior partitions. Twelve thousand tons of structural steel will be necessary for the skeleton of this building. Ninety miles of electrical conduct will be employed, carrying 2,000 miles of wire to 15,000 electric light bulbs. One hundred and eighty thousand square feet of radiator surface will heat the building—30 miles of steam pipe being used to connect up the radiators. In fact, the general quantities of materials and the amount of labor required will be on an exceptionally large scale."

DETAILS ARE ANNOUNCED OF NEW FIAT SMALL CAR

Details of Fiat's small model, called the 501, which have just been released by the Italian concern, indicate a well designed, compact and sturdy vehicle possessing mechanical features rarely to be found on cars of this size. While the chassis has many new points of design for a small car, and is so well laid out as to call for many compliments to the Fiat engineers, the fendering is a very poor job, showing a total lack of semblance to anything that might be called good-looking.

This model, which will be built with all types of bodies, is rated at 12-16 horse-power, and is supplied complete with electric lighting and starting, detachable hollow steel spoke wheels, and all accessories. The car has a wheelbase of 105 inches, a tread of 50 inches, and body space of 90 inches. Chassis weight, including tires, spare wheel, battery, etc., is 1,270 pounds, and weight of complete touring car 1,800 pounds. Deliveries of this car will begin in May, 1919.

The engine is a four cylinder block-cast of 65 110 mm. (2.559 by 4.33 inches) bore and stroke. The cylinders, which are mounted on an aluminum crank case, have detachable heads and valves on one side. Although the engine is of small size and compact, three plain bearings are used for crankshaft mounting, thus securing rigidity and reducing vibration.

A new feature for Fiat is the adoption of a silent chain for driving the camshaft and lighting generator. This chain passes round the camshaft and the electric generator-pinions, and can be adjusted in a very simple manner. The generator, which is of circular section, and has its shaft mounted eccentrically, is received in an extension of the crank case, and passes through this into the timing-gear housing. By turning the generator in its housing, the chain can be adjusted, and in order to make this adjustment accurate and simple a worm screw control is provided.

Engine lubrication is by pressure to the main bearing the connecting rods, the camshaft and the timing gear. The lower portion of the crankcase forms an oil reservoir, and is separated from the upper portion by means of a fine gauze filter the whole length of the chamber. The pump is a gear type, driven off the camshaft. In addition to an oil-pressure gauge on the dash, there is an oil level indicator.

While the camshaft is driven by chain, Fiat engineers have retained the transverse shaft for the magneto and water pump drive. This gives accessibility to the magneto distributor and breaker box, and the water pump can be easily detached. The pump is assisted by a two-blade aluminum fan and a honeycomb radiator.

The electric system used on this car is built in the Fiat factory. The equipment comprises the generator, a starting motor placed on the left side of the engine and having a sliding pinion engaging with a rin gear on the flywheel, a battery carried in a box on the frame, head, side, dash and tail lamps.

Engine and transmission form a unit attached at two points to the main frame, and to the forward transverse frame member. For ease in repair and assembly, the aluminum housing containing the clutch, transmission and universal, together with the pedals and levers, is bolted up to the crankcase. The clutch is multiple disk type, and the transmission provides four speeds and reverse.

The entire housing for the clutch, transmission, universal and pedal controls is only 13½ inches in length. The cover, which runs the entire length of the box, can be removed by withdrawing two screws, and gives access to a compartment comprising three distinct chambers. The forward one receives the clutch and the clutch withdrawing mechanism; the center one, which is 6 inches long by 5½ inches wide, is the transmission, and is covered over with a bolted-down lid; the rear compartment carries the universal and the change-speed selector lever, as well as acting as an oil reservoir for the universal. The gear set has short, stiff shafts, carried in ball bearings.

The rear axle and propeller shaft housing is built up of two steel stampings, each forming a T, riveted and welded together.

Twenty-Eight Thousand Miles, Record Of U.S. Tire On Truck

Just to show that United States truck tires are delivering some real mileage in Tacoma, a dealer there has gathered the following information regarding United States solid tire mileage:

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28,000	36×3½	Front, still running	1½-ton White	Armour & Co.
14,000	32×4	Rear	1-ton Maxwell	Brew Mfg. Co.
17,000	36×7	Rear	2-ton Reo	A. Holroyd

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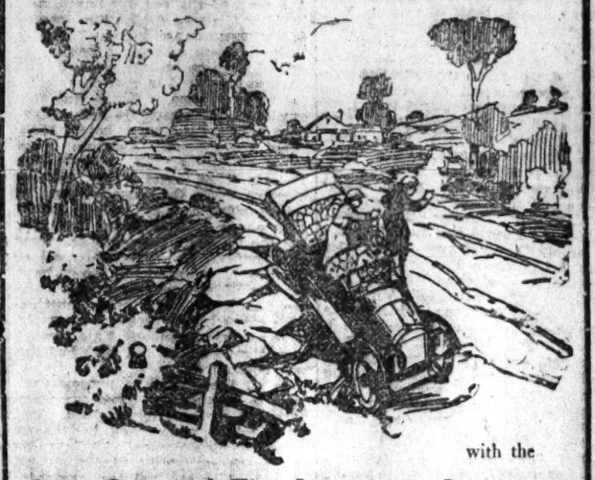

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RECORD OF PRODUCTION

How War Plants, With Late Start, Sped Up To Front Of Race

Washington, May 13.—Behind the armies in France last Fall, before the armistice was signed, the United States was forging weapons gigantic and powerful. In the American artillery program alone there was in creation an agency believed by army men here to be of itself able to bring the victory.

An official and detailed account of that program is contained in the chapters made public today of America's Munitions, the historical report prepared under the direction of Assistant Secretary Crowell, who was Director of Munitions during the war.

There has been much controversy because of the alleged failure to adopt at the outset of the war the French 75, famous for its performances in the war, as the standard American piece of this type. The report shows that the gun was adopted for combat purposes but that its production in quantity in the United States proved to be even more of a problem that the Government's experts had expected. For that reason the American 3-inch gun, redesigned for 75 ammunition, and the British 3.3-inch field gun, similarly rechambered, were both put into production.

Construction of the guns themselves and their carriages went forward swiftly. Under the agreements, the French and British were to supply the first American armies with all of their field artillery and intermediate batteries with the exception of the powerful American 4.7 rifle and howitzer which was taken over by the troops and which proved highly effective against German field guns. The American Expeditionary Force received from the French before the armistice was signed 1,828 75mm. guns and 772 155mm. howitzers. They had also received from the French 216 155mm. rifles and from the British 123 8-inch howitzers and with 40 9.2-inch howitzers completed and ready for delivery. Additional contracts were made with the British for 332 howitzers of 6-inch caliber for delivery by April, 1919.

The report shows that between April, 1917, and the conclusion of hostilities there were supplied to the Allies forgings for 1,102 guns of calibers ranging from 3-inch to 9.5-inch; additional gun tube forgings to the extent of 14,623 and shell forgings totaling 5,018,451.

There were only four gun makers in the United States when the country entered the contest, but by October, 1918, there were nineteen factories engaged on this work. During that month, with three of the nineteen factories still lacking their complete equipment, there were produced 2,031 gun forgings of calibers up to 9.5-inch, or at a rate of 24,000 guns a year, as compared to the capacity for 55 finished weapons a year in the Spring of 1917.

Guns Ready In 1919

The actual production of completed guns up to December, 1918, was 4,039, including 1,813 of 75mm. caliber; 230 of the 3-inch and aircraft type; 218 of the 4.7-inch type; 1,456 of the 155mm. howitzers; 120 of the 155mm. rifles; 191 8-inch howitzers and 2 of the monster French 240mm. howitzers, which would have supplanted the smaller British guns of this type in 1919. Over the same period the number of gun forgings produced totaled 8,440.

Summarising the production of guns by the United States, as compared with France and Great Britain, the report says that between April, 1917, and November, 1918, the United States produced 2,008 complete artillery units, as against 10,056 by France and 8,065 by Great Britain, and during those nineteen months turned out 4,275 gun bodies, as against 19,492 by France and 11,852 by Great Britain.

Big guns are dealt with separately. A survey of the country immediately after the war declaration located 464 weapons ranging from 7-inch to 14-inch caliber which could be spared from coast defenses or by the navy to be placed on railway mounts for us in France. There was also available one giant 16-inch howitzer built by the army before 1917. From the seacoast defenses were taken 96 8-inch, 129 10-inch, 49 12-inch rifles, and 150 12-inch mortars, while the navy supplied 12 7-inch rifles and 21 14-inch and 6 high power 12-inch rifles building for the Chilean Government were commandeered. Practically all of these were intended for the railway mounts of various types and the great majority of them together with new guns of these sizes would have reached France in time for the campaigns of 1919 and 1920 had the war continued.

In all there were in process projects to support the American army with 300 of these tremendous guns, all of which were well advanced when the fighting ended. In addition to the navy's contribution of 14-inch rifles on railway mounts, three army 8-inch units went overseas. By the end of 1918, twenty-four units had been completed and the guns and mounts fully demonstrated. An interesting feature of the mount was that it had trucks which would permit it to operate over either standard railroads or the narrow guage lines at the front.

Railway mounts for 36 14-inch rifles from the coast defenses also were ordered in co-operation with the French machine work to be done in France. They were to be delivered at General Pershing's request by March, 1919.

One of the projects embarked upon was the mounting of 40 of the 12-inch mortars for use in the 1919 campaign. This proved to be the largest job of the whole artillery program and required the construction by the Government of a wholly new plant which was completed on June 1, 1918. The first mount was finished in August of that year and passed all tests, and when the armistice was signed the castings, forgings, and structural parts for 91 mounts were on hand. In April of this year 45 complete units had been delivered, and the whole 91 guns could have been mounted by June.

The department ordered 16 mounts for 14-inch rifles, deliveries to begin in February, 1919. These were in addition to the five guns of this size manned in France by the navy. The armistice served to cancel the contract.

The 16-inch howitzer, largest of the whole gun family, was successfully mounted upon a railway carriage, and following its passage of severe tests General Pershing called for 12 of these weapons as soon as they could be produced. Orders were placed for 61 additional guns of this size, but none had been turned out by the time the armistice was signed and the work of mounting them was never undertaken.

Turning Out Machine-Guns

Machine-guns and small arms produced by the millions, ammunition turned out by billions of rounds, and tanks built by thousands when the armistice ended hostilities were a part of the War Department's preparedness.

"The first twelve American divisions to reach France," the War Department's report says, "were armed with Hitchkiss heavy machine-guns and Chauchat automatic rifles by the French Government. More than 1,000 Vickers heavy guns produced in the United States were traded to the French, as they were needed in French aircraft. During May and June, 1918, eleven American divisions sailed, all equipped with Vickers heavy guns built in the United States, and received Chauchat rifles in France. After June all divisions to sail were equipped with the standard American weapons, the light and heavy Brownings."

The work of the light Brownings is declared to have been so spectacular, as compared with any existing weapons of this character, that when they were demonstrated in France the officers of the American Expeditionary Forces promptly decided to increase the equipment of infantry troops by 50 percent, adding enormously to the production burden at home. The heavy Brownings functioned so well that an official report is quoted telling of the work of seventeen guns which were tested immediately after they had been engaged with the enemy in a severe action and while they still were incrusted with rust and mud and bearing shrapnel scars. Without being cleaned in any way, each gun fired a belt of 250 cartridges without a malfunction. The demand for light Brownings was so heavy that when the armistice was signed the department was driving forward production to the end that British, Belgian, and French troops might be equipped with this weapon, these three nations having asked for supplies of this latest American addition to the fighting equipment.

Up to November 11 the production of Browning rifles was 52,238, a majority of which were in France. In addition, 29,000 Chauchat guns had been purchased, so that enough light automatic rifles were on hand to supply 100 divisions, or an army of 3,500,000 men. In the same time 41,804 heavy Brownings and enough Vickers guns had been produced to make, with the Hitchkiss weapons purchased from the French, a total of 54,627 of this type, or enough to equip 300 divisions, or an army of 7,000,000.

"At the peak of our production," the revolve says, "a total of 1,794 machine-guns and automatic rifles of all types were produced within a period of twenty-four hours," and the total production of machine-guns in the United States between April 6, 1917, and November 11, 1918, was 185,039, as against 229,238 produced by the French, and 181,404 by the British in the same period.

Other production struggles described include items varying in size from trench knives to the 45-ton Mark VIII tanks of the British design, of which 1,500 were being constructed in co-operation with the British and 1,450 additional wholly by American enterprise. Only one of these had been delivered up to January 1, 1919, but it is noted that the work on each program on components parts was 50 percent complete when the armistice was signed. Orders for all but 100 of these tanks have been cancelled. On November 11 sixty-four tanks of the French six-ton type had been delivered and by January 31 of this year 291. Of these six were shipped abroad. Orders for 1,000 Mark 1 light tanks were cancelled, as were orders for 15,015 three-ton tanks, fifteen of which had been completed on November 11.

The history of the rifle production, including all of the considerations which the adoption of the standardised British Enfield weapon for American use, also is fully outlined. The department states that it sees no reason now to change its view that the wisest course was that which was followed. Army experts still hold that the Springfield rifle is the best military weapon made, but it is declared the rifle program would have been "hopelessly delayed" if it had been attempted to equip the forces with those weapons. It is reiterated also that the Enfield rifle, as it was in production in American plants when the United States entered the war, was an utterly inadequate weapon, while as it was modified, it is became second only to the Springfield. Despite the delay due to modification and standardisation, all American troops were equipped with modern, efficient, American-made rifles before they left the United States.

The total rifle production in the United States from the beginning of the war up to November 9, 1919, was 2,506,307, of which a little more than 300,300 were Springfield rifles.

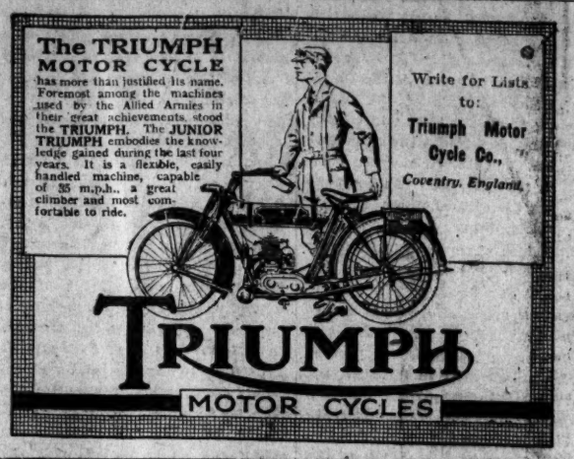
American Revolver Wins

Considerable attention is devoted to the production of automatic pistols and revolvers for the troops. In the Colt .45, the standard army automatic developed as a result of Philippines experience by the army, and which also was an invention by Browning, the United States forces had a weapon which all Europe could not match for efficiency in action and which brought terror to the Germans when American troops reached the front. The European countries failed to appreciate the value of large caliber, hard hitting weapon of this type, and the chief use of pistols and revolvers in European armies had been as ornaments for officers' uniforms, it is said, rather than for active fighting.

With this weapon, it is stated, "any average soldier with average training can hit that he shoots at. In almost the first skirmish it proved its superior usefulness in trench fighting. Such incidents as that of the single American soldier who dispersed or killed a whole squad of German bayoneteers which had surrounded him struck the enemy with fear of Yankee prowess with the pistol."

This resulted in the addition of pistols to the fighting equipment of the American troops at a rate that overwhelmed the supply. Every effort to increase production was made, but the army was forced to resort to .45 caliber revolvers to supplement the supply. The actual rate of production, reached just before the armistice, was 1,993 pistols and 1,233 revolvers a day and the total number of the weapons built during the war was 143,663.

The standard American army rifle ammunition proved its superiority in action, adding materially to the accuracy of the American smallarms fire. Extraordinary measures to produce cartridges in sufficient numbers were recounted in the report and in the Fall of 1918 the United States achieved an average monthly output of 284,852,735 rounds, against a British average of 259,769,000 and a French average of 139,845,000. During the nineteen months the United States was in the war it produced 2,864,954,000 rounds, approximately equalling the French production and comparing with 3,486,127,000 produced by Great Britain.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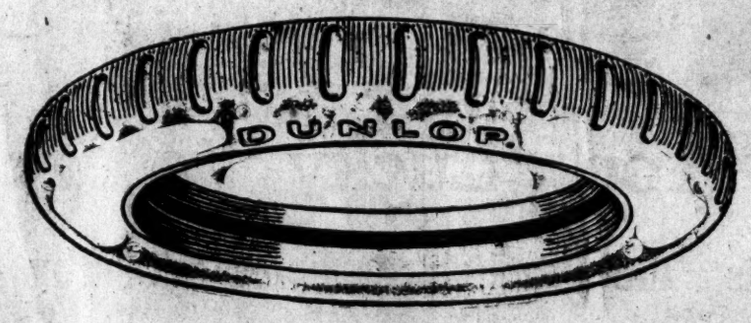

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Sporting and Comic Picture Section

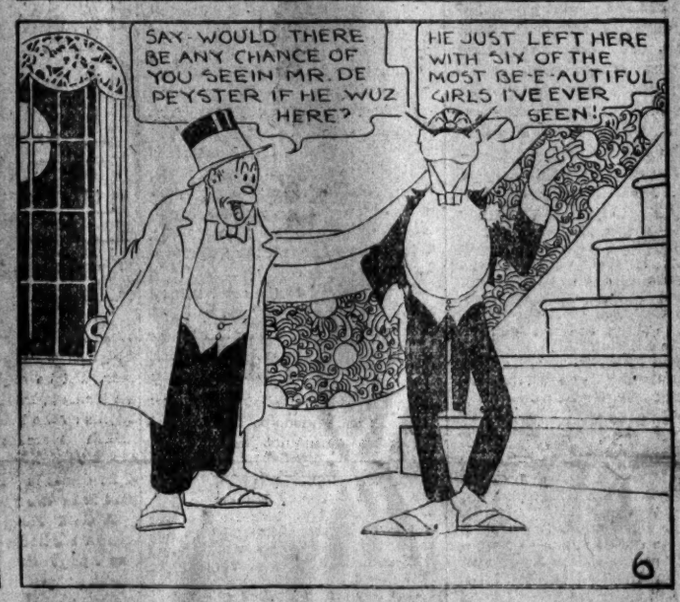
Sunday, June 22nd, 1919

Bringing Up Father

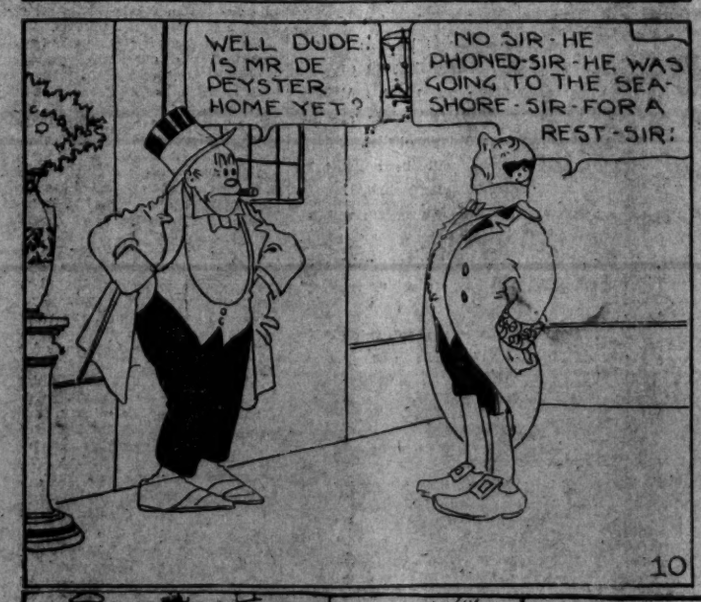
GO AND CALL ON MR. DE PEYSTER - DON'T MAKE ANY BREAKS - BE SWELL - HE COMES FROM AN OLD FAMILY!
HE IS A REFINED GENTLEMAN - I KNEW HIS DAUGHTER AT COLLEGE!
EASY - MAGGIE:
1

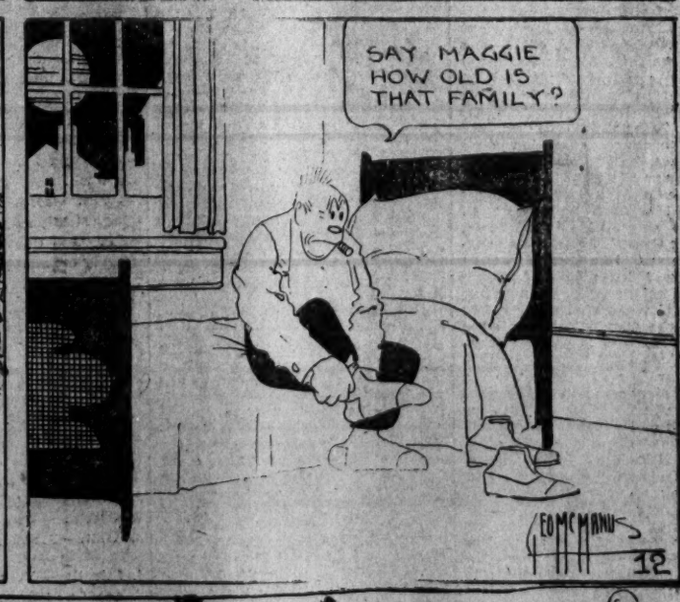
DON'T FORGET TO TAKE YOUR HAT OFF IN THE HOUSE AND DON'T USE THE WORDS "DESE AND "DEM"!
DON'T WORRY I CAN'T TALK AT ALL WITH THIS COLLAR ON-
2

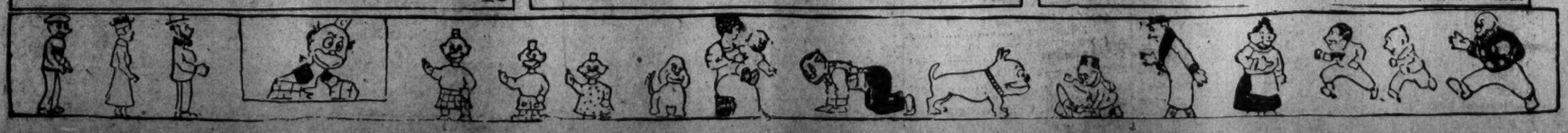
HELLO CLANCY - IS THERE A MEMBER HERE BY THE NAME OF DE PEYSTER?
HELLO - JIGGS - YE-EH: BUT HE'S NEVER HERE - HE HANGS OUT AT THE PALAIS DE DANCE
4


SAY - WOULD THERE BE ANY CHANCE OF YOU SEEIN MR. DE PEYSTER IF HE WUZ HERE?
HE JUST LEFT HERE WITH SIX OF THE MOST BE-E-AUTIFUL GIRLS I'VE EVER SEEN!
6

HELLO - GRADY - DID YOUSE SEE A GUY WITH SIX LADIES COME OUT OF THAT RESTAURANT
I SURE DID - HE PUT 'EM IN TAXIES AN' SHOOK 'EM - HE WENT TO GROGAN'S PLACE!
7







SHANGHAI, SUNDAY, JUNE 22, 1919

BIG LEAGUES SHY ON NEW PLAYERS

Managers, In Need Of Young Blood, Forced To Work With Mediocre Material

MINORS UNABLE TO ASSIST

Unsettled Conditions Have Curtailed The Development Of Budding Stars

Baseball is facing its greatest player shortage in years. Even with the great majority of players returned from the service and with all the shipyarders and steel leaguers back, the big show still is lacking woefully in talent.

Baseball is experiencing a remarkable revival. The return of peace, Sunday baseball in the East, and the love of America for the sport are bound to make big league baseball a still greater institution than it has been in the past. And yet there are so few real players!

Even during the Federal League days few ball clubs masqueraded around the country with such a woeful pitching staff as the Philadelphia National League club now possesses. There isn't a pitcher among them who might be depended on to win fifteen or eighteen games a season. Jacobs, Watson, Oeschger, Prendergast, Packard, Woodward, Flagstaff—what a pitching staff!

If Philadelphia were alone in such a situation, it would not be bad, but it is a state of affairs that prevails with most National League clubs, with the exception of Brooklyn and Chicago. Others are not quite as bad as the Phillies. Boston has one top-liner in Nehf, Pittsburg a good man in Cooper, and St. Louis a promising youngster in Goodwin.

Better In Other League

On the whole, the pitching situation is better in the American League, though the Browns have a feeble pitching staff, and Connie Mack has little in Philadelphia outside of Scott Perry.

In other departments the grade of players also does not run as high as it did half a dozen years back. Take the Boston National outfield, Kelly, Riggert and Powell, a trio of minor leaguers, with little chance of improvement. Though it is a strong pennant contender, Cleveland is obliged to play the veteran Doc Johnston on first base for want of a better man, while the St. Louis Browns can find no better third baseman than Bronkie, a minor league veteran, who never will hit more than .215 in the big leagues, if he hits that.

Even in the old days, no minor league team would come to town with such battery material as the Phillies now possess or an outfield like the Brave trio.

Baseball managers will tell you there is no remedy for the situation. Stallings will tell you he is playing the best outfielders he could get. "If you can get me a better player than any I have, and he doesn't have to hit much to beat Kelly, I'll make you a nice present," said George Stallings last week.

Where Are There Better?

Coombs will tell you the same about his pitchers. "Can you give me the address of any able bodied pitchers that are not otherwise employed?" confided Jack, discussing his problem.

There is no place that the majors can go to pluck a fairly good man who might fill in in an emergency. In the halcyon days of the International, American Association and Pacific Coast League you could get a man like Cravath, Altizer, Knight or even some pretty fair pitchers for amounts ranging from $2,500 to $4,000. After being a flivver in the American League, Cravath remained in the American Association three years before the Phillies picked him up at the age of 30 for $3,500.

But where is a manager to get material like that nowadays? Of the three class AA minor leagues, the Pacific Coast is about the strongest. However, like the American Association, it has a host of players who are absolute has beens, men like Jay Kirke, who tried to play first base for the Giants last year after Holke had jumped to a ship league.

The International League, formerly more or less of a feeder to the Eastern majors as was the American Association to the West, is struggling to get back on its feet, with an array of players of about the caliber of the old New York State League. Many of them are boys, or old time minor league veterans. Few are anywhere near big league form.

College Stars Few

The two years of war, as well as the unsettled baseball conditions before Uncle Sam threw his hat into the big ring, practically wiped out the farms for ball players. Occasionally you could get a star like Coombs or Plank, who could jump into the game with only college training, but such cases are the exception. There are few players that are ripe for the

(Continued on Page 3)

Smiles from the Mixed Court

When the laundry was five or six days overdue Dr. Cheng sent around to Zien Ching-kyi's washery to find out if the strike was still on. Zien said no, business was booming.

"Then where's my washing?" asked the doctor.

"I gave it to Zung four days ago," said Zien.

"What Zung?" demanded the caller.

"Why," said Zien, "Zung Ah-nyi, your ricsha coolie."

"Zung hasn't pulled a ricsha for me for four months," snapped the doctor.

Whereupon Zien went into hysterics.

For several days the laundryman went about looking like a man who has nothing more to live for. Then as he came suddenly round a corner one afternoon he spied Zung Ah-nyi. It took two policemen five minutes to pry the two apart.

Zung admitted to the court that he had secured the Cheng laundry under false pretenses, but submitted that he had cause. Up until the second moon, he said, he had pulled the Cheng ricsha faithfully and well. At that stage of his employment, however, some thief had broken into the garage and walked off with one of the vehicle's lamps. Suspicion had fallen on him and his employer deducted $6.40 from his salary. So he quit. He figured that the doctor still owed him something so he appropriated the week's washing and took it to the pawn shop. He only got $2 for the lot.

This the court deemed insufficient return for his endeavor and added the quivalent of about Mex. $20, according to the monthly rates at the Municipality's Muirhead Road hostelry.

Careless Association Again

Wong Yoong-sung and another party, name and whereabouts unknown, engaged a room a few nights ago at a Foochow Road lodging house. The huge bundle they brought with them indicated an extensive wardrobe and the clerk sized them up as well-to-do travelers and gave them the best apartment.

Shortly afterward one of the regular lodgers returned home and found Wong hiding under his bed. During the subsequent uproar the other of the two late arrivals faded unostentatiously away but the police took Wong and the wardrobe over to the station.

Wong told a valid-sounding story of how all these clothes had been given to him by a man living on Yunnan Road but the whole effect of it was lost when Wang Li-daung of 305 Shanse Road came panting into the charge room to relate how a couple of low characters had ransacked his dwelling and taken away all his holiday attire. Joyfully he identified the contents of the bundle which had just been seized.

Wong had another explanation ready by the time the case was called. He had been wandering about with no fixed objective, he stated, when a philanthropic looking person with a large bundle invited him to share his lodgings. He accepted and was preparing to retire for the night when somebody outside raised the shout of "catch thief." He had nothing on his conscience, Wong pointed out, but at the same time, with a hue and cry going on about him, he felt a bit nervous and in order not to distract attention from the chase he slipped into an apparently vacant room and got quietly under the bed. It did look as though his new found friend was not quite a proper person, Wong admitted, but how was the witness to know that he was associating with a criminal?

The Assessor and Magistrate conferred briefly after Wong had finished his tale and then collaborated in the following graphic sequel, penned on the charge sheet—"3 months and expulsion."

Varying The Newcastle Trip

Wang Ah-kung, by reason of running athwart a number of the Municipal regulations, had been exiled to the rural districts for some six months. A few days ago he percolated back into the Settlement and one of the first men he met was C.P.C. 508, who had assisted at his departure. When the Court asked the reason for his return Wang said he had grown tired of the countryside menu.

"I came back to get some fresh vegetables," he stated.

In view of which a modified form of urban diet was prescribed, the same to be served for six months, after which Wang will have to go back to the country, with its scarcity of green stuff.

INDOOR SPORTS By Tad

IS HE TRYING TO TOUCH THAT GUY OR MAKING HIMSELF SOLID?
SEARCH ME - HE THERE WITH THE ME STUFF THOUGH ISN'T HE?
I'VE DONE A MILLION FAVORS FOR THAT GUY - JIM TYLER TOLD SMITH YESTERDAY THAT I WAS THE NICEST FELLOW HE HAD EVER MET - HE KNOWS THAT I'D NEVER THROW A FRIEND DOWN -
WOT IS THAT A MONOLOG?
SAY THAT'S SOME GUY ISN'T IT?
HAW-HAW - THE ONLY GUY THAT HE EVER MET AND DIDN'T THROW WAS FRANK GOTCH
INDOOR SPORTS
RIDING ON THE CAR WITH A BIRD WHOSE IDEA OF INTERESTING CONVERSATION IS A BALE OF CHATTER ABOUT HIMSELF
TAD '19

At The Theaters

The first episodes of "The Lightning Raider," a mystery serial in 15 parts with Pearl White as the star, will be screened at the Apollo on Monday, Tuesday and Wednesday nights as the headliner to a program which includes a Pathe British Gazette and a Triangle comedy. The comic is "Her Circus Knight" and is in two parts.

A Gold Rooster film which has drawn big houses is the attraction at the Apollo this afternoon and tonight. The matinee is at 3:30 o'clock.

Varied attractions are announced by the management of the Olympic and Victoria Theaters for the week. "Sporting Life" will be shown at the Victoria for the last time tomorrow night and a five-part comedy drama, "Madame La Presidente" starts on Tuesday night. Anna Held, American stage favorite, has the leading role in the film.

Mary Garden, famous opera singer, will be seen at the Victoria beginning Friday night in "The Splendid Sinner," an unusual picture in seven reels.

A Charlie Chaplin program is announced for the Olympic Theater for Tuesday, Wednesday and Thursday nights and "Woman," a picture that has been extensively advertised, will be shown Friday night.

Tonight's bill at the Olympic is headed by a five-part Paramount film, "Her Own People," with Leonore Ulrich.

Jack Pickford is the attraction at the Victoria tonight in "What Money Can't Buy," a five-reel Paramount.

This afternoon the program at the Isis Theater includes the seventh and eight episodes of "The Bull's Eye" and four parts of "The Million Dollar Mystery." A Triangle feature, a Chaplin film and a Triangle comedy will make up the bill for the first of the week.

At St. George's open air cinema tonight Gladys Hulette will be featured in "The Candy Girl," a five-part comedy drama. Pathe's Gazette and other films will be on the program.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—Czk Czk .....Thurban
2. Overture—Greeting .....Mahl
3. Waltz—Premier Printemps .....Margis
4. Selection—Furs and Frills..Horin
5. (a) One Step—Sweet Little Buttercup .....Paley
   (b) Fox Trot—Western Shuffle .....Wilson
6. Selection—The Belle of New York .....Kerker

A. de Kerma,
Conductor-in-Charge.

International Golf Matches Arouse Keen Interest In U.S.

Sport In Canada Will Receive Big Boom---Several Players Already Agreed Upon For Team Across Border

New York, May 18.—Now that at least a tentative team for the United States has been named to meet the Canadian golfers at Hamilton on July 25 for a renewal of international matches after a long lapse of years, interest galore is brewing in the makeup of the opposition from across the border. Owing to existing conditions the personnel of the Canadian team is to a large extent a mystery and will doubtless remain so for weeks yet to come.

Of course no organised activities have marked the progress of golf in Canada for the past four years. By a like token accurate estimates on the playing strength of a large portion of the Canadian golfing brotherhood are next to impossible to obtain. The game has been played rather extensively in what may be called kit and miss style, but conditions have not permitted any keeping of close records of play.

Critics are agreed upon several likely selections for the team to oppose the invaders. For instance, George S. Lyon of Toronto, eight times winner of the Canadian amateur championship and generally conceded the mainspring of amateur golfing in the Dominion, will captain the team. In spite of his sixty-one years Mr. Lyon is playing up to the form which has kept him in the role of ace of aces among Canadian golfers for so long.

Then too his son, who has just returned from fighting in France, is reported as playing a very strong game. It will not be surprising if the youngster grades well enough up among the field to draw a place on the Canadian team. Should he do so his presence will add another feature to the contest, coupled with his father's presence in the field.

Reith Regarded As Certainty

T. B. Reith of Beaconfield, Montreal, is also regarded as another certainty for the team. He was a prominent contender in the last amateur championship staged in Canada, which was played at Ottawa June 30-July 5, 1914. It was he who eliminated Harold Weber, who later showed to good advantage in the English amateur championship. The Beaconsfield player is regarded as one of the most formidable of Canadian golfers and will carry a good part of his team's hopes.

Fritz K. Martin of Hamilton, twice amateur champion of Canada, also is regarded as a certainty for a place on the team. G. F. Turpin of Montreal, title winner in 1912, and E. Legge, from out Winnipeg way, who took first honors in the title tournament ten years ago, will surely find places on the team as well. This accounts for one-half of the Canadian representation.

Just what players will compose the second half is doubtful. Men are returning from France in uniform who are expected to furnish strong competition. Then, too, there are quite a few youngsters scattered through the Dominion who are regarded as comers. From time to time scattering reports drift in of the brilliant play of some youngster yet to make his mark in the spotlight of public acclaim.

Canadian Amateur On June 30

Fortunately the Canadian amateur championship will be played almost a month before the international competition. Resuming where it left off back in 1914, the Royal Canadian Golf Association will stage its amateur tournament at Lambton starting June 30. With the big boom that the game is enjoying it is freely predicted that one of the largest fields that ever gathered for the exent will be present for this competition.

Canadian critics are sure that this tournament is going to prove a revelation in the amount of unknown talent developed. Furthermore it is freely asserted that when the time comes for the international struggle Canada will be able to muster a team that will surprise even the stanchest supporters of the game in those parts. Whether sanguine enough to anticipate a victory over the opposition, they are expecting to keep the score to very interesting proportions.

It is of interest to note that the approaching tournament will renew relations which have been suspended for almost a score of years.

Nineteen years have elapsed since the last big team golf match between the United States and Canada was staged. In 1898 at the old Toronto Golf Club, Fern Hill links, a golf team representing the United States defeated a Canadian team by twenty holes. The teams consisted of ten men, and they played thirty-six holes. George S. Lyon, eight times winner of the Canadian amateur title and the present holder, won the championship for the first time that year and played on the Canadian team. The next year the match was played at Morris County, New York, and the Americans won by ninety-three holes, but in 1900, which was the last of the series, the Canadian made a very good showing, and were only beaten by five holes, the contest being staged on the Plains of Abraham links at Quebec.

Outside of the international matches mentioned and the Lake

(Continued on Page 3)

The Weekly Wail—

On the baseball field are rivulets of water,
On the cricket grounds the flood is ankle-deep.
While the tennis courts are soggy and the lawn bowls greens are boggy
And the golf bugs eye the sodden course and weep.

Yet on Monday all the playgrounds will be lovely
And on Tuesday, Wednesday, Thursday, Friday too.
Then Saturday all this will end and whole darned oceans will descend
I wish to gosh they'd switch the card, don't you?

JIMMY.

Empire Revue Company

A big house attended the farewell performance of the Empire Revue Company at the Olympic Theater last night. The 22 artists, headed by George Ross, gave a well balanced vaudeville program. Billy and Doris Harley, Hal the Juggler, Edyth Hyland, Bertie and Benson, Alma Waite and Dorothy Sutton all scored heavily.

Helene Pavlova At Olympic

Helene Pavlova, Russian dancer from Petrograd, will be seen for the first time in Shanghai at the Olympic Theater tomorrow night. Wasilly Krupin and Nadejda Pavlova are her partners in a Russian ballet.

The dancers will be assisted by Mme. Elvira Zanutta-Rubini, Italian opera singer, whose program will include "Le Cygne Mourant," Saint-Saens; "Serenade," Drigo; "Valse de Mort," Sibelius, and "Amazone," Cassau.

The artists were enthusiastically received by Tientsin and Peking audiences before coming here.

Bookings may be made at the Astor House Hotel or Mourrie's.

DOUBLEHEADER TODAY

The first doubleheader of the season is billed for the Race Course this afternoon with two sailor teams opposing Shanghai. The New Orleans will play the first and the Wilmington crew will oppose the locals in the second. Gill and Scott will pitch for the locals. The first game will be called at two o'clock.

VICTORY BONDS FOR TITLE BOUT

Flourgoy Buys $127,500 For Willard-Dempsey Stake And Locks 'Em Up

CHAMPION IN GREAT SHAPE

Reports From Coast Says Jess Carries No Extra Weight; Dempsey Is Favorite

The sum of $127,500 in Victory Liberty Bonds, which is to be divided between Jess Willard world's heavyweight champion, and Jack Dempsey, challenger for the title, in payment for their services in boxing twelve rounds at Toledo, July 4, is now in possession of Frank Flournoy, who is associated with Tex Rickard in the management of the contest.

Flournoy bought the bonds in Toledo and will keep them in a safe deposit vault till such time as the boxers have completed the task set for them by their employers.

If Messrs. Rickard and Flournoy decide after an inspection of the contest that the boxers have performed according to specifications Willard will receive $100,000 of the bonds and the remainder of $27,500 will be handed to Dempsey. This is the first time in history that the contestants in a championship boxing match will have been paid for their services in bonds of the United States.

All Want To Referee

The scramble for the position of referee of the championship contest between Jess Willard and Jack Dempsey continues with unabated fury. Nearly every man in the country who has had any connection, no matter how remote, with boxing either has put in an application personally or got some one else to do so in his behalf. Favorite sons from the coast, popular personages of the Middle West and celebrities of the East have been nominated for the office and their qualifications enumerated in strong, penetrating language.

Bat Nelson, Jim Griffin and Jack Welsh of California, Matt Hinkel of Cleveland, Charlie Murray of Buffalo, Bill Brown and Jack Skelly of New York have been prominently mentioned, and a dozen other men have been named as candidates.

It is not the compensation that causes the rush for the place, but the belief that the bout will be the most spectacular in the history of pugilism, and the candidates for the position as third man in the ring desire to bask in the sunlight of publicity.

Two men who have not been mentioned are Kid McPartland and Patsy Haley, and they are the most capable referees in America. Either of these two could be depended upon to give a correct decision on points if the bout lasted the limit of twelve rounds. It is questionable if many of the numerous men put forward could do so.

Willard Is Physically Fit

Wafted on balmy breezes from the sunny slopes of California come reassuring assertions as to the physical condition of Jess Willard, heavyweight champion of the world. The tall Kansan, according to the whispering zephyrs from the coast, is not fat. Neither is he loggy. In fact he closely resembles the Willard who gained the verdict over Jack Johnson at Havana four years ago. He is said to be active in movement, clear eyed, flexible of muscle and tireless.

Special stress is laid on the declaration that the champion carries no superfluous fat, and photographs have been submitted as evidence that he is in excellent condition, the inference being drawn that Willard being physically fit must perforce win the battle from Dempsey.

This is a pleasing view of the situation from the standpoint of the champion and his admirers, but it is not sustained by the facts of pugilistic history.

Jeffries was outwardly in good physican condition when he entered the ring with Johnson at Reno but the former champion was woefully deficient in vitality and was easily beaten.

Jim Corbett trained carefully for six months for his first bout with Jeffries at Coney Island, and was lighter in weight than ever before. Corbett looked trained to the minute, and for twenty rounds outpointed Jeff by 1,000 to 0. Suddenly Corbett's exhausted vitality asserted itself and he practically collapsed of his own efforts.

Title Within His Grasp

Had he possessed enough stamina to have enabled him to last twenty-five rounds, he would have resumed the heavyweight championship, as Jeffries did not lay a glove on Corbett till the latter became weakened through his own endeavors. In his youth, Corbett skipped about with Peter Jackson for sixty-one rounds and never drew a long breath. Corbett also pummelled Sullivan for twenty-one rounds without turning a hair.

Many similar cases are on record, and while the admirers of Willard

may argue that the champion never has done anything calculated to injure his standing, yet his absence from the ring for four years would have the effect of decreasing by 50 percent his efficiency as a boxer.

The champion unquestionably has lost a large amount of the speed he possessed, and he never was particularly noted for agility. It is a well known fact that trainers of boxers are decidedly in favor of a few genuine bouts previous to a crucial contest as a means of perfecting a boxer's judgment of distance. No matter how many sparring partners a boxer may have, the hitting is necessarily perfunctory, and the eye and arms are not trained as to distance.

It is also questionable if Willard will again possess the vitality that marked him when he entered the ring for the battle with Johnson, and the lack of fighting form, speed and strength would be a serious handicap to the champion when opposed by a man like Dempsey.

The challenger is the speediest man with hands and feet since Jim Corbett was in his prime; he is the hardest hitter since Fitz was in the knockout business, and he is as aggressive as Sullivan in his early days. This is a combination that Willard's bulk cannot withstand.

The suggestion has been made that if the bout between Willard and Dempsey lasts twelve rounds, and the champion is on his feet, the decision of the referee will not go against the title holder. One student of the subject puts the proposition in these words: "If Willard should be in good shape at the end of the bout, even though Dempsey might have slightly the better of the milling on points, it is hard to believe a referee will take away a world's championship from him. It has never been done before." It seems incredible that any referee would deprive Dempsey of the title if the challenger defeated the champion on points. In consenting to meet Dempsey in a twelve-round bout the champion puts his title at stake, and if he was beaten on points it would be nothing short of robbery to decide against the winner.

In the barbarous London rules period, it was a difficult matter to get a decision against a title holder, because even if beaten, his partisans would start a brawl and break up the contest. There were many cases in those days of a champion being so severely beaten he could not answer the call of time, but a disturbance by the friends of the title holder interrupted the bout.

Since the Queensbury rules superseded the London code, many titles have changed hands on the result of decisions on points.

Titles Changed On Points

Kid Lavigne lost the world's lightweight championship to Frank Erne on a referee's decision at the end of 20 rounds, and Abe Attell lost the featherweight title of America to Kilbane on a referee's decision at the end of a 20 round bout.

Jack Britton lost the welter title to Kid Lewis on a decision on points in a 20 round bout, and Battling Levinsky won the light heavyweight title from Dillon on a 15 round decision on points.

Kid Williams lost the world's bantam title to Pete Herman in a 20 round bout to a decision.

Therefore it has been done, and any referee who would refuse the decision to Dempsey on points, if he earned it, would deserve to be barred from the ring for all time.

Big League Shy On New Players

(Continued from Page 2)

big leagues without a certain amount of valuable minor league training.

Following the period of depression after the Federal League, salaries started to come down and few collegians came into baseball. The game no longer paid great salaries, and promising college ball players thought it over very carefully before they accepted an offer to sign with a big league club. They knew if they didn't land with the big league team there was little chance of getting any money in the minors.

Business conditions were good, there were many fine openings for bright young men, and the class of collegians like Coomba, Collins, Harry Lord, Barry, Ray Collins, Mathewson and Birmingham who formerly went into baseball started their life work in other fields.

There had been many predictions that the army would produce a lot of baseball stars. But so far no service star who was not in the leagues before the war has shown anything in fast company. Take a player like Frank Polan, who caught for Camp Sherman last summer and was recommended to the Giants by Benny Kauff.

"We had a crack team, and beat pretty near everybody we played, but Polan was the only one on the team that showed any possibilities of being a big leaguer," said Kauff.

Yet at his best Polan is a class B leaguer who needs a lot of development before he could land a major league job.

The public wants its baseball more than ever before; but will somebody please help its managers dig up some real ball players?

Weather Upsets Week-End Cricket

The Recs were at home to the S.C.C. on Friday afternoon in their return match with the senior Club, which was to have been carried on yesterday afternoon but had unfortunately to be postponed on account of the Weather Clerk handing-out his usual week end weather. Capt. Cooper winning the toss decided to send Harry Ollerdessen and Manley to face the S.C.C's star performer with the leather, W. N. Hansell.

It was unfortunate for Capt. Barrett to have to play two subs in the early part of the game for Ollerdessen, after having opened with a single, was dropped at mid-on by one of them. Manley succumbed to the second ball of the match, Hansell taking his leg stump out of the ground. Willis, who succeeded Manley, partnered Ollerdessen till the 50 mark was passed, Ollerdessen seeming to like Doc. Morriss, who had relieved Read at the north end, knocking his bowling over the tape more than once. Willis somehow didn't seem to be properly set and after having picked up 14 gave Lover a chance which he made sure of. Ellis then partnered Ollerdessen and though men were out in the country looking for Ellis to keep up his reputation of being a hard hitter nothing came their way, Ollerdessen being responsible for all the scoring made during the partnership with well placed ground drives.

After seeing out 8 or 9 overs Ellis snicked one which Morriss made very sure of in the slips. Stagg at second slip was responsible for the retirement of Bhoora while Grimshaw, after some very close shaves, managed to take the bails off Quincey's wicket, Capt. Cooper then partnered the Recs' mainstay, during which time Ollerdessen gave Barrett an opportunity out in the long field, which the latter misjudged, but succumbed to the next ball of Grimshaw's after a splendid innings of 116, the only century this season so far. He registered no less than 3 sixes and 14 fours. Cooper and Main carried on till stumps were drawn at 7:30 for 188 runs.

Hansell again proved high man with the leather, bowling for 16 overs and taking 4 wickets for 38 runs. It was unfortunates there were two "no balls" in the 16 overs, which were otherwise blameless.

Grimshaw with his left handers did well, taking 2 for 22. Fielding on the part of the visitors was good but there is still room for improvement in the catching department.

The Recs' figures were:

H. B. Ollerdessen, b. Grimshaw	116
W. T. Manley, b. Hansell	0
J. J. Ellis, c. Morriss, b. Hansell	2
A. J. Willis, c. Lover, b. Hansell	14
C. H. Bhoora, c. Stagg, b. Hansell	9
L. P. Quincey, b. Grimshaw	7
H. J. Cooper (Capt.), not out	15
T. Main, not out	20
C. G. Ollerdessen, H. Ollerdessen, F. H. Ollerdessen, did not bat	0
Extras	5
Total	188

Bowling Analysis

	O.	M.	R.	W.	N.B.
N. Hansell	16	3	38	4	2
W Read	9	1	55	–	–
H. Morriss	10	2	61	–	–
R. Grimshaw	4	–	22	2	–
W. Clifford	1	–	7	–	–

S.C.C. II v. Customs

The Shanghai Cricket Club's 2nd string batting first on Tuesday proved just too much for the Custom's representatives, the margin being the narrow one of seven runs. Leslie with his heavy left hand hitting and Lancaster were responsible for most of the Culb's runs. Ogden of the Customs was the most successful of the three bowlers tried, taking 3 wickets for 24 runs in 5.4 overs. On Wednesday the Customs had their smack, and at one time looked liked putting it over the homesters, but thanks to the sound bowling of Langley the visitors had to retire when 130 was reached. Campbell of the Customs was responsible for 50 percent of the visitors' score with Hilliard second on the batting list for 20. Langley took 4 wickets for 35.

The figures were:

S.C.C.

F. M. Nield, l.b.w. b. Nash	8
W. O. Lancaster, b. Nash	30
C. E. M. Thomson, run out	20
W. E. Anderson, l.b.w. b. Hilliard	0
W. J. Monk, (Capt.) b. Ogden	14
H. Langley, c. Campbell b. Nash	18
A. H. Leslie, b. Nash	26
G. Caulton, b. Ogden	1
E. S. Barnes, c. and b. Ogden	6
N. Tweedlie, not out	1
R. Tippin, run out	2
Extras	6
Total	137

Bowling Analysis

	O.	M.	R.	W.	N.B.
Nash	16	1	65	4	—
Hilliard	10	–	42	1	—
Ogden	5.4	1	24	3	—

Customs

R. S. Campbell, b. Monk	6
D. W. Heron, b. Tippin	3
R. M. Ogden, b. Tippin	6
H. D. Hilliard (Capt.) c. Barnes b. Langley	20
S. V. Mills, run out	15
W. Nash, b. Monk	14
McMahon, b. Monk	2
H. E. Wray, l.b.w. b. Langley	6
G. Curry, c. Caulton, b. Langley	0
L. Burke-Close, c. Caulton, b. Langley	7
E. Clough, not out	0
Extras	4
Total	130

Bowling Analysis

	O.	M.	R.	W.
R. J. Tippin	8	–	32	2
W. J. Monk	13.1	2	41	3
M. Nield	6	–	19	0
H. Langley	12	2	35	4

S.C.C. II v. Navy

On Thursday and Friday the S. C. C's. 2nd XI entertained the Navy to a two day match, proving too much for the "Tars" as the score sheets show. Hogan, Forehead and Pegg proved the only ones of the visitor's string to reach double figures, while for the homesters Anderson and Caulton were still going strong, after having made the two highest tallies, when stumps were drawn. Nield for the Club with his slow trundlers was too much, taking four of the sailors' wickets at a cost of ten runs, while Pegg with 4 for 45 and Hogan with 2 for 24 ran each other close for the Navy's bowling honors.

Navy

Forehead, c. Mills, b. Pearson	18
Hogan (Capt.), c. Barnes, b. Pearson	23
Bolter, c. Lancaster, b. Pearson	0
Mosley, b. Pearson	0
Peff, b. Nield	11
Ellingworth, b. Nield	0
Lurcock, c. Caulton, b. Pentycross	1
Lowerson, st. Barnes, b. Nield	0
Arlton, not out	6
Kelly, b. Pentycross	0
Parsons, c. Pearson, b. Nield	0
Extras	0
Total	59

Bowling Analysis

	O.	M.	R.	W.
J. M. Pearson	9	0	25	4
H. Langley	5	0	23	0

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. These made off ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity all the pains a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/-, from MARTIN, Chemist, SOUTHAMPTON. 2367

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W. T. Findley, M.D.
36 Nanking Road, Tel. 1928

Leading Batters In Big Leagues To May 17

American League

Player and Club	G.	A.B.	R.	H.	P.C.
Jackson, Chicago	19	73	15	30	.411
Smith, Cleveland	14	48	11	19	.396
Jacobson, St. L.	11	31	4	12	.387
Pickrich, Wash.	11	34	2	13	.382
Witt, Phila.	13	52	6	19	.365

National League

Young, New York	16	68	9	31	.456
Konetchy, Bklyn.	15	55	8	22	.400
Williams, Phila.	13	57	12	22	.386
Griffith, Bklyn.	17	74	11	27	.365
Raricen, Cin'nati	16	48	7	17	.354

Drink ASAHI BEER

Dai Nippon Brewery Co., Ltd.
Phone: North 2560

Golf Matches Arouse Interest

(Continued from Page 2)

Shore League games between the Toronto, Rochester, Buffalo, Cleveland and Detroit clubs, which were abandoned at the outbreak of the war, the only other occasion on which American amateurs competed in Canada was in the Canadian amateur championships at Ottawa in 1914, the last occasion on which they were held. Harold Webber and Brice Evans were the U. S. G. A. representatives, but Webber, who afterward went to England and made a good showing in the amateur championships there, was beaten in the first round by T. B. Reith of Montreal, while Evans reached the final, only to succumb to the Canadian champpion by 8 up and 7.

Waive Rule For Amateur Tourney

By way of encouraging the international idea the Royal Canadian Golf Association has waived by-law No. 11 of its governing agreement for the Canadian amateur championship tournament which will be played at the Lambton Country Club starting June 30. The paragraph in question reads: "Except in the open championship, a competitor must in all cases have resided or been domiciled in Canada for a period of at least six months previous to any competition for which entry is made."

This will open the amateur title contest to golfers from the United States as well as England and possibly France. In addition to manifesting a boosting spirit to future international relations the move also reciprocates in a way for past events in the United States wherein our amateur championship events have been open to Canadians and others.

In all probability quite a list of golfers from the States will try conclusion in the Canadian amateur. In days past intercity contests have carried Yanks over the border and it is reasonable to expect that not a few will take a hand this year, especially with the big special match now on the cards for late July.

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Better because larger.

The tobacco in the Magnums is the same bright Virginia tobacco found in regular Three Castles.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sicawei dep.	....	7.58	9.23	10.38	....	15 13	16 13	....
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.56*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunglang dep.	....	8.59	10.48	12.02	....	16 07	17 42	....
Kaxai dep.	....	9.51	11.52	13 28	....	16.53	18 49	....
Kaching dep.	7.40	10.25	12 30	14.35	....	17.22	19.20	....
Yehzah dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18 24	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	....	....	7 00	8 30	....	10.05	14.35	16.05
Changan dep.	....	....	8.04	9 43	....	11.40	15.20	17.30
Yehzah dep.	....	....	8.41	10.31	....	12 39	15.51	18.40
Kaxing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kaxai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunglang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Sicawei dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.38	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12 45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

E. Restaurant Car.

Little Jimmy

1
"OOH. MAMMA! WE'RE GOIN' TO HAVE A BIG SCHOOL PLAY AT THE OPERA HOUSE AN' I'M TO BE GEORGE WASHINGTON. AN' THE TEACHER WANTS YOU AN' PAPA TO SEE I GET MY COSTUME!"
"WHY, DEAR I'LL MAKE IT FOR YOU."

2.
"I'LL LOOK IT UP SO WE'LL BE HISTORICALLY CORRECT."
"OH, AUNTIE. I'VE GOT TO MAKE A LITTLE GEORGE WASHINGTON SUIT FOR OUR JIMMY. WON'T YOU COME OVER AND HELP ME? I'VE 'PHONED SEVERAL OTHERS TOO."
"LOOK IN "L" PAPA. HE NEVER TOLD A LIE"

3.
"LADIES, I'M HERE TO SAY YOU'VE DONE A FINE JOB. THE KID LOOKS IMMENSE!"

4
"IS THIS THE EDITOR? — THIS IS J.M. THOMPSON SPEAKING. MY LITTLE BOY IS GOING TO TAKE THE PRINCIPAL PART IN THE GEORGE WASHINGTON SCHOOL PLAY-ER-COULD YOU HAVE A REPORTER THERE TO COVER IT? A FEW LINES ABOUT THE KID WOULD TICKLE HIS MOTHER SILLY!"

5.
"HURRY, JIM. DON'T BE LATE WE'LL BE IN A BOX TO SEE YOU."

6.
"LO JIM WHAFFO DESE FUNNY CLO'S?"
"IM GEORGE WASHINGTON."
"WHO DIS GAWGE WASHIN'N?"
"AN IRONIN'?"
And in the meantime

7.
"— AND NOW, LADIES AND GENTLEMEN WE HOPE TO SURPRISE YOU WITH SOME EXCEPTIONAL TALENT IN ACTING, TALENT WHICH WE THINK EVEN YOU HAVE NOT SUSPECTED IN YOUR SMALL SONS AND DAUGHTERS, AS PRESIDENT OF THE SCHOOL BOARD I FEEL HONORED IN ANNOUNCING THAT THE PLAY "GEORGE WASHINGTON, BOY AND MAN" ACTED BY THE SCHOOL CHILDREN OF OUR CITY, WILL NOW COMMENCE."
"I SUPPOSE, THOMPSON, AFTER THIS IS OVER YOU'LL BE SO SWELLED UP NO ONE'LL BE ABLE TO SPEAK TO YOU!"

8.
"THIS IS AN OUTRAGE!"
"PULL UP THAT CURTAIN!"
"SEND US HOME!"
"WE CAN'T WAIT ALL NIGHT!"
"GIVE US OUR MONEY BACK!"
"SHAME!"
"JOHN!"
And half an hour later

9.
"LADIES AND GENTLEMEN, OWING TO THE NON-APPEARANCE OF THE PRINCIPAL MEMBER OF THE CAST MASTER JAMES THOMPSON WHO WAS TO ENACT THE ROLE OF GEORGE WASHINGTON, THE PLAY WILL HAVE TO BE POSTPONED. YOUR MONEY WILL BE REFUNDED AT THE BOX-OFFICE!"
STOS

10.
"FUST IN WAH!"
"FUST EEN PEACE!"
"FUST IN DE HEARTS UV HIS COUNTRYMEN!"
"HOORAY!"

11.
"AN' THIS IS HIM CROSSIN' THE DILLYWARE."
"CHEESE IT. GINRIL WASHIN'N. SOM'UN GOIN' UPSET YO' BOAT!"

12
SWINNERTON 19